

TRANS PENNINE

The Magazine of the Pennine Railway Society



Summer 2013

Photos

Front Cover

The photo, taken by Rhys Jones, was the winner of the Andy Dalby Memorial Slide competition held on 1st May 2013. It shows 46229 at Bury in 1998.

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

Committee Briefs

Member's Digital Night

For a long time the Society has held Member's Slide nights but the 21st August 2013 will see the first event where members will be able to show a selection of their digital images.

As this will be the first time that the Society has done this so we want to try out different methods of receiving images to see what works.

Any member can submit images, even if you are not attending on the night.

Maximum 25 images per member, although please note we may not be able to show all 25 if we are inundated!

If you are **not attending** on the night you can email your images to pennine.digital@outlook.com. Please include a short narrative for each slide so that we know what the subject matter is, where it was taken and any other information you want to pass on. Please make sure to email the images by Sunday 18th August at the latest. We'd be grateful if you could make sure that your antivirus package is up to date and working before you send the email.

If you **are attending** on the night you can bring your images to the meeting on a memory stick. Please be prepared to tell the audience what the subject matter is, where it was taken etc. It would be helpful if you could arrive a little earlier than 8pm to allow time to get the images organised.

Ideally the images should be no more than 1200 pixels on the longest side but don't worry if you don't know how to change the size as we can do it for you, but in this case you must use the email method. You may need to send them in batches if the files are large.

We hope to have competitions for digital images in the future and this evening will help us to try out methods which we can then use for these competitions.

If anyone has any questions please speak to either David or Linda Bladen at a meeting or email your question(s) to pennine.digital@outlook.com.

Ed Lund

Members will be saddened to hear that Ed Lund passed away on 30 April.

Ed was a keen railway enthusiast with a particular passion for the Tallylyn Railway. His funeral took place on 7 May in Aberystwyth.

Many will have known Ed, Peter Fox and Neil Webster, all who are now sadly lost to us.

Main Line Blockages

Engineering work will result in the closure of the section of the WCML between Warrington and Preston from 13-21 July and almost total closure of Nottingham station between 20 July and 25 August.

SVR Diesel Maintenance Depot

A diesel maintenance depot, sought by Severn Valley Railway loco owners is to be built at Kidderminster.

'S' Stock Tube Named

An S-stock tube has been named 'Queen Elizabeth II' by the Queen to celebrate the 150th anniversary of the opening of the first section of line on London Underground. There are possible extensions of the network, the Bakerloo Line to Camberwell and Northern Line to Battersea.

Borders Railway

Construction of the 48Km Borders Railway to re-establish the passenger link between Edinburgh and Tweedbank has started and should open in 2015.

New Life for Class 460s and 458s

Eight former Gatwick Express 8-car Class 460s and 30 4-car Class 458s run by South West Trains are being re-engineered into 5-car trains (458/5s) to operate from Waterloo on suburban services on the Windsor lines, including the Hounslow Loop and to Weybridge. One of the former Eurostar platforms will be brought into use for 10-car pairs.

Virgins to Blackpool

It is expected that Virgin Trains will run services from Euston – Blackpool from December 2013 and will call at Poulton-le-Fylde on the Blackpool "branch" from Preston.

Cow Lane Move

As part of the changes at Reading, the present diesel depot at Cow Lane will move to a new site at the Bristol end of the station area and will be able to cater for both diesel and electric trains with electrification of the GWML.

Pacer Refresh

Northern is to refurb some of the mid-1980 built Class 142s. 58 vehicles will be upgraded to work routes to Morpeth, the Durham Coast, Saltburn, Whitby and between Carlisle and Newcastle.

"Mind the Gap" Saved

The famous "Mind the Gap" announcement has been re-instated at it remaining stage – the northbound Underground Northern Line at Embankment. It was recorded by the late actor Oswald Laurence and first aired in the late 1950s.

Metrolink Expansion

Manchester Metrolink has opened two further extensions (to Droylsden, eventually running to Ashton-under-Lyne, and from Oldham to Rochdale). The Droylsden line has street-running sections.

HS2 – Euston Update

Euston will now not be completely rebuilt for HS2, but extended by the addition of High Speed platforms. The number of domestic platforms will be reduced from 18 to 13 (some lengthened) with 11 new High Speed platforms on the western side.

New Eurostars Delayed

First delivery of Siemens e320 Eurostars is now not expected to be until mid-late 2015, leaving uncertainty to an enlarged Eurostar network. DB are expected to run to Germany from 2016.

Waterloo Sunset

Only one of the former Eurostar platforms at Waterloo (Platform 20) will be opened for South West Trains in the foreseeable future, not all platforms. The last Eurostar ran in 2007. The Eurostar terminal cost £130m to build for a 13 year working life.

Conon Bridge (Drochaid Sguieil)

Our Scottish correspondent Hamish McCollins tells us that a new platform has opened at Conon Bridge, between Inverness and Dingwall. The community lost its trains over 50 years ago. The platform is a length of 15 metres!

Virgin Trains to Expand

Virgin Trains has offered to serve Blackpool North and Shrewsbury with two trains a day to both destinations from December. Shrewsbury trains would avoid Birmingham and Wolverhampton, reversing at Stafford to use the Penkridge line and taking the avoiding chord at Wolverhampton, linking the Bushbury and Oxley Junctions, to run west via Telford. All trains would call at Rugby.

Fatties may Avoid Samoa Air

The airline Samoa Air is to charge prices based on passengers' weight. Travellers will go on scales as well as their baggage to determine the cost of a ticket, with rates varying depending on distance flown. Samoa Air flies domestically and to American Samoa. The Samoa rugby team may now choose a different company!

Landslip Crisis

The railway at Hatfield & Stainforth will be closed indefinitely following a landslip affecting services from Doncaster to Scunthorpe (replaced by buses) and Hull (trains running via Selby). Freight trains run via Brigg or Lincoln.

Metro Fact

The smallest city in the world with a Metro system is Lausanne in Switzerland. It stole the title from Rennes (France) in 1991.

Possible Electrification to Hull

First Hull Trains is in talks over plans to electrify the 56km route from Selby to Hull, at a cost likely to be under £100m.

Javelins Named

Twelve Southeastern Javelins are to be named after Team GB Olympians and Paralympians, chosen by its employees.

Waitrose on Board

Waitrose has been awarded a contract to supply catering cars on Eurostar trains.

Least Used Station

Latest figures show Tees-side Airport station the least used by passengers (less than 20 passengers per year). Two trains call Sundays only!

Magazine Archive

Tony Booth has not got a copy of Issue 68 that will scan properly, so if any member has got a good copy please contact him or Geoff Bambrough at a Pennine meeting.

Andy Dalby Memorial Slide Competition

The Andy Dalby Memorial Slide Competition was held on 1st May 2013 with a total of 50 slides entered. The result was as follows:

1st	Rhys Jones	46229 at Bury on the East Lancs Railway in 1998 (see front cover)
2nd	Chris Theaker	Vienna tram
3rd	Martin Fisher	Class 142 on Manton Viaduct

Congratulations to the winners, and thanks to Nick Dalby who presented the prizes.

Light Rail News

No sooner had the last edition of TP been printed with its list of T68A cars 2001 to 2006 listed as all still in service than withdrawals started and as of mid-May just 2001 and 2003 remain in traffic.

Just after midnight on Saturday 18th May the city centre MOSLEY STREET stop finally closed; this was the only remaining stop with the old split level platform arrangement and as such could not be used by pairs of the new M5000 cars with their lack of retractable steps as still fitted to the old T68 cars. With the closure of this stop one of the main reasons for running the old cars has now gone and withdrawals of the original fleet are expected to speed up again.

The next extension to open on the South Manchester line from St. Werburghs Road to East Didsbury was due to open on Thursday 23rd May.

In Sheffield a five year programme of replacing most of the original street track has just been announced. As the operation is weather dependant to a large extent the work will be phased over the summer months with tram replacement buses supplementing the tram service.

Over in Blackpool the new Flexity trams continue to provide a reliable and increasingly popular service with the current 12minute peak daytime service running until mid-June when the peak summer timetable starts.

This year's service of the C fleet Heritage cars is confined to Bank holidays, special events and the illuminations as last year's provision of 2 cars running every weekend and every day during the main school holiday period failed to attract sufficient custom. So far this year the loadings over Easter and the May Bank Holiday have been more encouraging and as the new provision is very much on a "use it or lose it" basis it is hoped this trend continues.

A welcome addition to the heritage fleet this year is Balloon car 701, this car in its base yellow former advert livery has been the snowplough tram over the winter and was expected to remain tucked up in the depot awaiting next winters white stuff so its return is most welcome. Brush car 631 has been repainted from its former Walls advert livery into a much more attractive coat of green and cream and had its former fixed bus seats replaced by traditional swingover seats. This is only phase one of the plan to return this car to an approximate late 1950s condition.

For the Spring Bank Holiday heritage service the plan is to return Centenary car 648 to its original as built condition with a return to green and cream.

A visit round the impressive new depot at Starr Gate on Saturday 4th May saw:-

Workshop area - Flexities 003, 010, 011, Rebuilt Balloon 724

Depot - 001, 004.

Heritage cars used over the May Bank Holiday weekend were - Boats 600/604, Brush car 631, Balloons 700/701/707/709/711/713/717-719/724. Western Train 733/734 worked a private hire for the Fylde Tramway

Society shuttling between Pleasure Beach and Fleetwood on the Saturday evening.

Sheffield Railwayana Auctions

At the Sheffield Railwayana Auction held at the Derbyshire County Cricket Club's Gateway Centre on 16th March 2013 the following locomotive nameplates all sold for £5,000 or more:

- A locomotive nameplate, BARFLEUR, from an LMS Jubilee Class 7P 4-6-0 No 5685, BR 45685, built at Crewe and named when built on 31 January 1936 after a Royal Navy battleship, itself named after a 1692 naval battle. Allocated new to Crewe North, it spent the remainder of its working life first at Kentish Town and then sixteen years at Bristol Barrow Road from where it was withdrawn on 1 April 1964 and sold for scrap to Birds Commercial Motors at Risca the following 3 June - £7,800.
- A nameplate, CIVIL SERVICE RIFLEMAN, from the LMS Class 7P Royal Scot 4-6-0 No 6163, built at Derby in 1930 and named in late 1932, becoming BR 46163. Allocated new to Holyhead in October 1930, its later sheds included Crewe North, Bushbury, Preston and Willesden with a final spell on the Great Central at Annesley from where it was withdrawn in August 1964 and despatched for scrap to Birds Commercial Motors at Risca on 5 March 1965 - £10,000.
- A locomotive nameplate, CLOVELLY, and its West Country Class scroll, together with matching smokebox number plate 34037 and 71B shedcode, from the SR West Country Class 4-6-2 21C137 built at Brighton in August 1946, named after the pretty North Devon village, and rebuilt in March 1958 without the original streamlined casing. At Stewarts Lane by January 1948 and later Brighton, Plymouth Friary, Exmouth Junction, Ramsgate, Bricklayers Arms, Bournemouth, Eastleigh, Nine Elms and finally back to Eastleigh from where it was withdrawn on 9 July 1967 and despatched from Salisbury for scrap to Cashmores at Newport on 2 March 1968 - £15,000.
- A nameplate, GREAT WESTERN, with CASTLE CLASS appendage below, from the GWR 4073 Castle Class 4-6-0 No 7007 built at Swindon in July 1946 and originally named Ogmores Castle. The last of the Castles built by the GWR, it was an appropriate choice for renaming in January 1948 to commemorate the passing of the Company. First allocated to Stafford Road, then Old Oak Common, it moved in February 1950 to Worcester where it remained until withdrawal during the week ending 16 February 1963. It was sold for scrap to Cashmores at Great Bridge and taken into their yard on 3 December 1963 - £44,000.
- A nameplate, HADDON HALL, from the GWR 4900 Hall Class 4-6-0 No 5928 built at Swindon in June 1933 and named after the house near Bakewell in Derbyshire. A long tome Goodwick loco, it was withdrawn from there on 11 May 1962 and cut up at

Swindon Works by the following 4 August - £5,000.00.

- A locomotive nameplate, HYDERABAD, from the LMS Class 7P Jubilee 4-6-0 No 5585, BR 45585, built by the North British Locomotive Co, Works No 24143, in 1934 and named on 30 June 1936 after the Indian state. Allocated new to Crewe North on 20 November 1934 and later Willesden, Carlisle Upperby and Rugby, it spent almost all its working life at various ex Midland sheds including Derby, Millhouses, Kentish Town, Leicester, Burton and finally back to Derby from where it was withdrawn in May 1964 and despatched for scrap to T. W. Ward at Killamarsh on 19 November 1964 - £9,200.
- A locomotive nameplate PELICAN from a GWR 3300 or Bulldog Class 4-4-0 built at Swindon, Works No 2360 in January 1910, one of the final batch of Bulldogs all named after birds. Numbered 3741 when built, it was subsequently renumbered 3451. By January 1948 it was at Exeter from where it was withdrawn on 25 April 1951 and cut up at Swindon Works by 8 September 1951 - £5,400.
- A nameplate, PRINCESS VICTORIA, from the GWR Star Class 4-6-0 No 4048 built at Swindon in May 1914 and named after a daughter of King Edward VII. At Landore by January 1948, it was withdrawn from there on 20 January 1953 and cut up at Swindon Works by the following 21 March - £11,500.
- A nameplate, SIR TRISTRAM, from the Southern Railway N15 King Arthur Class 4-6-0 No 448 built at Eastleigh in May 1925, becoming BR 30448. A long tome Salisbury loco, it was withdrawn from there in August 1960 and cut up at Eastleigh Works by 10 September - £6,400.
- A locomotive nameplate, SIR WILLIAM POLLITT, from the Great Central Railway Class 8E 4-4-2 Atlantic No 365 built at Gorton in December 1906, re-classified to C5 Class and numbered 5365 by the LNER, renumbered 2898 in 1946 and withdrawn in August 1947 - £18,000.
- A nameplate, STEPHENSON, from a London Brighton & South Coast Railway L Class 4-6-4 Baltic tank No 329 built at Brighton in October 1921, becoming SR No 2329. In December 1934 it was rebuilt at Brighton as a tender engine and re-classified to N15X Remembrance Class. At the same time the straight nameplates, of which this is one, were replaced with curved nameplates of standard SR pattern with the Class name below. It spent all its BR days at Basingstoke from where it was withdrawn in July 1956 and cut up at Brighton Works by the following 13 October - £12,500.
- A locomotive nameplate, THE CHESHIRE REGIMENT, with original regimental badge, from the LMS Class 7P Royal Scot 4-6-0 No 6134, BR 46134, built by the North British Locomotive Co, Works No 23629, in 1927. Originally named Atlas in March 1928, it was renamed The Cheshire Regiment in May 1936. Plaques depicting the regimental badge were added later and unveiled at a ceremony at Chester

General station on 15 April 1947 by Brigadier Harding in the presence of Field Marshall Montgomery and Sir Robert Burrow, Chairman of the LMS, the Field Marshall driving the loco through the station after the ceremony. Allocated new to Crewe North in September 1927, its later sheds included Carlisle Upperby, Edge Hill, Bushbury and finally back to Upperby from where it was withdrawn on 27 November 1962 and cut up at Crewe Works by 24 April 1963 - £25,000.

- A locomotive nameplate, THE GARTH, from the LNER D49 Hunt Class 4-4-0 No 361 built at Darlington in October 1934, renumbered 2764 in 1946, becoming BR 62764. At Gateshead by January 1948 and later Scarborough and Neville Hill from where it was withdrawn on 13 November 1958 and cut up at Darlington Works. Most of the Class were named after fox hunts operating in LNER territory but this was one of the exceptions in being named after a hunt based in the Basingstoke and Reading area - £8,100.
- A nameplate, THE TETRARCH, from the LNER A1 Class 4-6-2 No 2559 built at Doncaster, Works No 1615, in April 1925 and named after the racehorse which won the 1913 Doncaster Champagne Stakes. Rebuilt to an A3 in January 1942, renumbered 528 and then 60 in 1946, becoming BR 60060. It spent all its BR days alternating between Gateshead and Darlington with a spell at Heaton towards the end. Withdrawn from Gateshead on 23 September 1963, it was cut up at Darlington Works by the following 16 November - £10,000.
- A nameplate, WESTERN MONITOR, and cabside D1063, from Class 52 D1063 built at Crewe Works in May 1963. New to Old Oak Common, It was withdrawn from Laira in April 1976 and cut up at Swindon Works in August 1977 - £6,800.

Blue Pacific and Slipping 8F

Paul Slater

The first place on the West Coast Main Line where I watched trains was Roade, and my first visit there was on a Saturday afternoon in the autumn of 1954, probably not long after my eleventh birthday. In those days there was a station at Roade, but the vantage point which my brother and I used for train-spotting was not on the platform, it was on the bridge which spanned the southern end of the deep cutting where the slow lines ran beside the main lines before taking their separate course via Northampton. My brother and I were to make many visits to Roade, sometimes travelling with other "spotters" from our home town of Rushden for full-day sessions during the school holidays, but our first visit made such an impression on me that I can still remember some of the locomotives I saw on that occasion.

On that afternoon I saw my first "Royal Scot", 46160 "Queen Victoria's Rifleman", my first "Patriot", and "Jubilees" different from the ones I saw on the Midland main line around Wellingborough.

It was starting to grow dark, and nearing tea-time when we would have to leave, when 46237 "City of Bristol" hurried past with the up "Royal Scot" from Glasgow. It was my first "Duchess", in fact my first Pacific of any sort. I can remember noticing, with great surprise, that in the fading light the speeding locomotive appeared to be blue. All express locomotives I had seen were green, and for quite a long time afterwards I thought my eyes must have been playing tricks with 46237. Eventually, however, I learned that in the early days of British Railways some of the largest express locomotives had been painted blue. I have since seen the blue livery in paintings and photographs and on preserved locomotives. The blue "Duchess" in the autumn of 1954, however, was the only locomotive I ever saw in the days of BR steam carrying that livery, and I find it an interesting memory from my early train-spotting years.

Several miles south from Roade on the West Coast Main Line is Leighton Buzzard, once the junction for a branch to Dunstable and the site of a small engine shed, a sub-depot of Bletchley. By the time I first alighted from a train at Leighton Buzzard, in 1983, the Dunstable branch had long gone, although the two branch platforms were still in place to the east of the four main line platforms.

I never travelled on the Dunstable branch, nor even saw its push-pull passenger service, which ran for the last time on 30 June 1962, hauled by Ivatt class 2 2-6-2T no. 41222. However, I often noticed Wing Road Crossing signalbox at Linslade, where the branch crossed the main road from Leighton Buzzard to Aylesbury, as this was on a route which my parents used regularly during their Saturday drives; and here, a few years after I saw the blue "Duchess" at Roade, I witnessed a curious incident.

Unusually, Wing Road Crossing gates were closed as my parents took the road out of Leighton Buzzard; normally, we drove straight past the signalbox. I was pleased to realise that for once I would actually see a train on the Dunstable branch.

We had to wait at the gates for some time, and then we heard a train approaching. It was proceeding slowly and with obvious difficulty from the Dunstable direction, black smoke shooting skywards over the rooftops of the nearby houses as the engine slipped audibly and repeatedly. At last an 8F 2-8-0 slithered into sight, down to a walking pace and evidently unable to get a grip on its goods train. I can remember my father pointing out to my mother the violent slipping of the coupled wheels, as it was rarely that we saw an engine in such straits.

The 8F got as far as the crossing, and a little further, before its wheels spun continuously and it came to a halt. It ran back down the gradient to clear the crossing, and the gates opened. As my father drove past, my brother and I noted a long string of wagons curving out of sight down the line, each one piled high with a white mineral which we assumed was either limestone or cement; it certainly

looked a very heavy train, and we expressed surprise that a banker or pilot engine had not been provided.

I have since then read that the branch from Leighton Buzzard to Dunstable, unremarkable in other ways, was notable for the steep gradients at either end, over which heavy mineral trains often had to be double-headed. The goods which I saw at Linslade remains the only one I have ever seen slip to a standstill on a gradient.

Tosca's Travels (Beer and Bashing Abroad)

Part 24

Having had a few months of normality I was getting itchy feet to get abroad again. So a long weekend to France was planned.

Thursday 29th June 2000

91006 Doncaster – Kings Cross

Tube Kings Cross – Leicester Square / Leicester Square - Waterloo

Eurostar 3016 & 3015 Waterloo – Lille Europe

SNCF 16525 Lille Flandres – Seclin

SNCF EMU Z92059 Seclin – Lille Flandres

Had a beer as I had an hour before the diesel move I had planned. The Taverne de L'ecu was a brew pub so I tried their Ambree.

SNCF 67597 Lille Flandres – Mouscron

SNCF 67597 Mouscron – Lille Flandres

SNCF 67597 Lille Flandres – Comines

SNCF 67597 Comines – Lille Flandres

SNCF DMU X4515 Lille Flandres – Lens via Don Sangien

SNCF 16660 Lens – Arras

SNCF 16029 Arras – Lille Flandres

Did the two Diesel hauled branches that I wanted, pity it was the same set and loco. Got back around 9 and had a quick bite to eat as I wanted to be up for the only hauled train to Orchies via Ascq at 06.46

Friday 30th June 2000

Main plan of the day was to try and finish all the required hauled track in the Nord pas de Calais region.

SNCF 67537 Lille Flandres – Orchies via Ascq

SNCF 16509 Orchies – Lille Flandres via Lesquin

SNCF 67593 Lille Flandres – Pont-de-Bois

SNCB EMU 488 Pont-de-Bois – Lille Flandres

SNCF EMU Z23552 Lille Flandres – Valenciennes

Its 09.30 in Valenciennes, I have come here at this time because it was the only time I could fit in visiting the Entre-temps brew pub which is on the station at Valenciennes. I had a wheat beer and it was quite nice.

SNCF 16520 Valenciennes – Douai

SNCF EMU Z23554 Douai – Lille Flandres

SNCF 16554 Lille Flandres – Lens via Libercourt

SNCF 16520 Lens – Douai

SNCF 16550 Douai – Valenciennes

SNCF 16550 Valenciennes – Douai

SNCF 16524 Douai – Somain
SNCF 16543 Somain – Douai
SNCF 16505 Douai – Lourches
 SNCF 16509 Lourches – Cambrai Ville
 SNCF 16520 Cambrai Ville – Valenciennes
SNCF 16513 Valenciennes – Douai
SNCF 16043 Douai – Lille Flandres

A good bash and as tomorrow was going to be an 8am start it could be rewarded with a few beers in Lille. I started in a place called Aux Moules, as it suggests it specialises in Mussels. I therefore had Moules and frites washed down with a bottle of Jenlain. I then visited the 2nd Au Bureau in Lille, as I had done the other near the station before. I had a Pelforth Blonde. Then I found a beer guide listed La Bastringue and had a wheat beer there. I finally finished at Taverne du Ch'ti and had a bottle of Ch'ti Ambree. A really good day!

Saturday 1st July 2000

A leisurely start with breakfast at 7.30 and then the through diesel turn to St Quentin. The plan was to finish in one of my favourite cities – Amiens.

SNCF 67596 Lille Flandres – St Quentin
 SNCF 16029 St Quentin – Compiègne
 SNCF DMU X4573 Compiègne – Creil
SNCF 16051 Creil – Paris Nord
SNCF 16572 Paris Est – Val de Fontenay
SNCF 17067 Val de Fontenay – Paris Est
 Metro to Paris Montparnasse
SNCF 25605 Paris Montparnasse – Versailles Chantiers
SNCF 25599 Versailles Chantiers – Sevres Rive Gauche
 SNCF EMU Z5316 Sevres Rive Gauche – Chaville Rive Gauche
SNCF 25603 Chaville Rive Gauche – Sevres Rive Gauche
SNCF 25596 Sevres Rive Gauche – Versailles Chantiers
 SNCF EMU Z8808 Versailles Chantiers – La Defense
 SNCF EMU Z6519 La Defense – Paris St Lazare
SNCF 17050 Paris St Lazare – Asnieres sur Seine
SNCF 17006 Asnieres sur Seine – Paris St Lazare
SNCF 17011 Paris St Lazare – Val d'Argenteuil
SNCF 17078 Val d'Argenteuil – Colombes
SNCF 17080 Colombes – Cormilles en Parisis
SNCF 17047 Cormilles en Parisis – Paris St Lazare
 SNCF Z22585 Hausmann St Lazare – Magenta
 SNCF 16012 Paris Nord – Amiens

A good day with my first visit to Montparnasse, pity I didn't get to cover the Granville services with pairs of 67300 diesels. Shortly after this trip they all went over to rancid DMUs.

On arrival into Amiens I checked into the Best Western and then went out to eat and drink. In the canal side café I chose I got talking to a group of French students and ended up doing a pub crawl with them. I can't remember the bars and I was drinking mainly rubbish French lager like Kronenburg but I remember staggering back to the hotel well after midnight.

Sunday 2nd July 2000

Only target today was to do the track to Compiègne and then get a few winners before heading home.

SNCF 16111 Amiens – Longueau
 SNCF DMU X8618 Longueau – Compiègne
SNCF 16049 Compiègne – Paris Nord
 SNCF EMU Z22547 Magenta – Hausmann St Lazare
SNCF 17025 Paris St Lazare - Colombes
 SNCF 17006 Colombes – Bois Colombes
 SNCF 17078 Bois Colombes – Colombes
 SNCF 17047 Colombes – Bois Colombes
SNCF 17043 Bois Colombes – Cormilles en Parisis
SNCF 17023 Cormilles en Parisis – Paris St Lazare
 SNCF EMU Z22503 Hausmann St Lazare – Magenta
Eurostar 3207 & 3208 Paris Nord – Waterloo
 Tube Waterloo – Warren St / Warren St – Kings Cross
90033 Kings Cross – Doncaster

Even managed to finish the trip with a winner. 33 French winners, quite a bit of new track and a few good beers as well. A cracking long weekend. My next trip would be in September when I would do my first Mercia tour in Belgium....

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

Feb 28 67024 Standby
 31190, 31452, 31285 West Yard
 66132/66101 t.& t. Engineers train
 66726, 66084, 66136 Light engines
 66027, 66100 Steel
 66953, 66604 Binliners
 66171, 66731 Intermodal
 66503, 66504 Freightliners
 66025 Sand
 66031 Stone
 66144 Rails
 66097, 66098, 66161, 66507, 66524, 66530,
 66547, 66711, 66717, 66743 Coal

Mar 7 56311 Scrap
 67024 Standby
 66569, 66587 Freightliners
 66553, 66953 Binliners
 60065 Stone
 66050, 66149 Steel
 66030, 66745 Intermodal
 66742 short rake of wagons
 66131 Empties to Mountsorrel
 66183/66132 Rails
 66012, 66158, 66174, 66201, 66512, 66595,
 66711, 66731 Coal
 66716 Slurry

Mar 14 67019 Standby
 60040 Tanks
 66571, 66593 Freightliners
 66013, 66707 Intermodal
 66553, 66953 Binliners
 66017 Light engine
 66002, 66090 Steel
 66092 Empty limestone

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|--|---|
| <p>Mar 14 66024 Sand
66103 Engineers
66199 Empties to Mountsorrel
66053, 66067, 66176, 66530, 66544, 66545,
66551, 66595, 66704, 66715 Coal
56311 Scrap</p> <p>Mar 21 67024 Standby
66114, 66505 Light engines
66158, 66707 Intermodal
66541, 66587 Freightliners
31190 Route learning
66547, 66596 Binliners
66141 Steel
60099 Stone
66197 Empty limestone
66040 Sand
60079 Rails
66198 Empties to Mountsorrel
66097 Engineers
67014 + Chiltern stock 12605, 12625, 12627,
12621, 12623, 10271, 82305
66075, 66118, 66120, 66135, 66201, 66512,
66522, 66544, 66557, 66559, 66953, 66704,
66717, 66713, 66741, Coal</p> <p>Mar 28 67020 Standby
31190 West Yard
31452 Wabtec
66569, 66571 Freightliners
66078, 66707 Intermodal
66151 Light engine
66125/67027 Cars
66082 Steel
66547, 66596 Binliners
66080 Empty stone
66031 Sand
66143 Stone
66090 Empty limestone
66613 Fly ash
66114 Rails
66250 Empties to Mountsorrel
66039 Engineers
56312, 66040, 66160, 66170, 66185, 66201,
66420, 66509, 66544, 66560, 66598, 66953,
66617, 66704, 66713, 66722, 66736, 66744,
66849 Coal,</p> <p>Apr 4 67027 Standby
66059, 66741, 67029 Light engines
66085, 66724 Intermodal
66556, 66534 Freightliners
66018 Sand
66513, 66529, 66596 Binliners
66177 Bitumen tanks
66070, 66083 Steel
66078 Rails
66041 Autoballasters
56312, 66068, 66087, 66141, 66164, 66197,
66199, 66213, 66420, 66508, 66524, 66525,
66548, 66559, 66561, 66598, 66701, 66717,
66722, 66736 Coal</p> | <p>Apr 11 31452 Wabtec
67027 Standby
20309, 20312 Stabled
47853 Stabled
66541, 66558, 66568 Freightliners
60099, 66058 Rails
66128/66167 Top & Tail Rails
70008 Route learning
66019, 66737 Intermodal
66199 Sand
66089 Stone
60049 Light to collect wagons from Wabtec
66043, 66080, 66136 Light engines
66561 Engineers
66513, 66529, 66596 Binliners
56303 West Yard
60020 Steel
56301, 66524, 66525, 66549, 66553, 66554,
66027, 66056, 66075, 66077, 66105, 66206,
66213, 66726, 66953 Coal</p> <p>Apr 18 67022 Standby
67010 Wabtec
66532, 66568 Freightliners
66093, 66737 Intermodal
66075 Steel
60049, 66076, 66118, 66170 Light engines
66097 Stone
66709 Gypsum
47853 Autoballasters
37409 Test train
66513, 66550, 66596 Binliners
66197, 66061 Rails
56312, 66507, 66514, 66524, 66544, 66547,
66551, 66598, 66016, 66067, 66080, 66148,
66206, 66213, 66703, 66956 Coal
66512 Spoil</p> <p>Apr 25 67022 Standby
67023 Charter Colchester - Carlisle
20302, 20304, 20312 Stabled South of the station
66542, 66580 Freightliners
66174, 66731 Intermodal
66746 Gypsum
66082 Sand
66134 Stone
60063, 66031 Steel
66081 Empties to Mountsorrel
66599 Spoil
66528, 66952 Binliners
66018 Rails
66021, 66046, 66544, 66954 Light engines
66018, 66075 Rails
31452 Wabtec
56301, 66066, 66069, 66110, 66144, 66165,
66512, 66539, 66597, 66709, 66715 Coal</p> <p>May 9 67024 Standby
66172, 67012 Light engines
66503, 66505, 66563 Freightliners
66030, 66719 Intermodal
66512 Spoil
66003, 66117 Steel</p> |
|--|---|

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<p>May 9 66018 Stone 66599, 66956 Binliners 66019 Bitumen Tanks 66025 Autoballasters 47826/47580 Charter stock 37667/31105 Test train 66043, 66053, 66077, 66161, 66199, 66510, 66529, 66551, 66554, 66709, 66721 Coal</p> <p>May 16 67022 Standby 67012 Wabtec 67015, 66067, 66167 Light engines 66564, 66593 Freightliners 66066, 66731 Intermodal 66221 Steel 66621 Limestone 66060 Stone 66002 Gypsum 66525 Binliner 66121, 66301 Engineers 66117, 66110 Rails 66024, 66090, 66107, 66135, 66527, 66528, 66548, 66595, 66597, 66705, 66743 Coal 60009 "Union of South Africa" Malton - London Victoria</p> <p>May 23 67022 Standby 37259/37607 t.& t. Test train 47853/66301 Engineers ex Hatfield 66087, 66718 Intermodal 66503, 66566, 66567 Freightliners 66604 Spoil 66090, 66097 Light engines 66012, 66165 Steel 66515, 66525, 66599 Binliners 66008 Bitumin tanks 66204 Sand 66174 Stone 66024, 66067, 66133, 66139, 66182, 66513, 66557, 66560, 66595, 66618, 66712, 66744 Coal 66060 Rails 66094 Empties to Mountsorrell</p> <p>Recent sightings on the Gainsborough – Barnetby line have been: (On coal trains unless otherwise stated)</p> <p>Feb 15 66134, 66550</p> <p>Feb 16 66127, 66154, 66744 66158 on goods train</p> <p>Feb 17 66016, 66221 66013, 66063 on goods trains 66134, 66724 light engines</p> <p>Feb 18 66058, 66156, 66524 66206 on goods train</p> <p>Feb 19 66016, 66046, 66053, 66087, 66133, 66724 66109 on p.w. train 66011+66103 light engine</p> <p>Feb 20 60007, 66155 on oil trains 66053, 66133, 66742 66186 on goods train</p> <p>Feb 21 66016, 66063, 66134, 66742</p> <p>Feb 22 66046, 66081 66114 on oil train</p>	<p>Feb 23 66046, 66553 66077 on goods train 66141+66122 on steel train 60040+66044+66013+66105 light engine</p> <p>Feb 24 66012, 66030, 66175 66146+66106 on goods train 66138 light engine</p> <p>Feb 25 66004 on coal train 66122 on oil train 66164+66238 on steel train</p> <p>Feb 27 66004, 66068, 66549 66099+66105 on p.w. train 66556 on goods train</p> <p>Mar 1 60015 on oil train 66004, 66139, 66201, 66743 66141 on p.w. train 66155 on steel train</p> <p>Mar 2 66021, 66724 66068, 66717 on goods train 66730 light engine</p> <p>Mar 3 66040, 66114, 66170</p> <p>Mar 4 66037 on p.w. train 66058 on steel train 66084 on goods train 66156, 66170, 66507, 66512</p> <p>Mar 5 66156, 66152 66170 light engine</p> <p>Mar 6 66005, 66158, 66520</p> <p>Mar 7 66013 on goods train 66183 on p.w. train</p> <p>Mar 8 66068, 66156</p> <p>Mar 9 66075, 66560, 66744 66716 on goods train 66053, 66717 light engines</p> <p>Mar 10 66005, 66172 66100 on steel train 66238 on goods train 66704+66705 with 1 wagon</p> <p>Mar 11 66015, 66144, 66512, 66530, 66849 66047+66113, 66238 on p.w. trains 66050 on goods train 60074+66140 light engine</p> <p>Mar 12 66030, 66063, 66176, 66186, 66724 66037 on goods train 66068 light engine</p> <p>Mar 13 66092, 66168, 66176, 66186 66170 on oil train</p> <p>Mar 14 66090 on steel train 66158, 66166, 66172, 66715 66116 light engine</p> <p>Mar 15 66158, 66176 66168 on oil train</p> <p>Mar 16 66075 on goods train 66135, 66158, 66172, 66530, 66557, 66713</p> <p>Mar 17 66075, 66119, 66144, 66849 66154 on goods train</p> <p>Mar 18 66063, 66119, 66549, 66557 66078 on goods train 66170 on oil train 66083 light engine</p>
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<p>Mar 19 66068, 66130, 66238 on p.w. train 66063 light engine</p> <p>Mar 20 66027, 66135, 66130, 66165, 66168, 66515, 66557 66053, 66170 on oil trains</p> <p>Mar 21 66118, 66130, 66603, 66741</p> <p>Mar 22 66016, 66037, 66091, 66201, 66530, 66741</p> <p>Mar 23 66027, 66144, 66704 66083 on goods train</p> <p>Mar 24 66119, 66144, 66148, 66549, 66550 66090 on goods train</p> <p>Mar 25 66027, 66037, 66183, 66598 66127 on steel train</p> <p>Mar 26 66014, 66018, 66168, 66183, 66185, 66704</p> <p>Mar 27 66047, 66168 on oil trains 66090, 66135, 66186, 66199, 66704 66167 on p.w. train</p> <p>Mar 28 66170, 66560, 66717, 66849</p> <p>Mar 29 66068, 66144, 66170, 66728</p> <p>Mar 30 66047, 66165, 66526, 66717, 66746</p> <p>Mar 31 66047, 66090, 66144, 66165, 66197</p> <p>Apr 1 66047, 66110, 66144, 66160, 66164, 66520, 66557 66069 light engine</p> <p>Apr 2 66002 on goods train 66093, 66160, 66164, 66165, 66213, 66701, 66849</p> <p>Apr 3 66002 on goods train 66069, 66151 on oil trains 66068, 66087, 66144, 66160, 66164, 66197, 66213, 66717</p> <p>Apr 4 66002 on goods train 66078 on p.w. train 66109, 66164, 66170, 66197, 66213, 66559</p> <p>Apr 5 66041, 66613 on goods trains 66056, 66109, 66110, 66114, 66151, 66177, 66213, 66508 66177 on oil train</p> <p>Apr 6 66090, 66135, 66509 66731+66716 with 1 wagon</p> <p>Apr 7 66009, 66027, 66081, 66119 66083 light engine</p> <p>Apr 8 66007 on goods train 66084, 66090, 66093, 66144, 66151, 66213, 66250, 66527, 66710, 66849 66186 on oil train</p> <p>Apr 9 66008 on goods train 66046, 66155, 66213, 66250, 66144, 66515, 66710 66055+66176 light engine</p> <p>Apr 10 66020 on goods train 66004 on p.w. train 66077, 66087, 66151, 66164, 66213, 66720 66206 on oil train</p> <p>Apr 11 66056, 66095, 66105, 66176, 66206, 66213, 66710, 66713 66018 light engine</p>	<p>Apr 12 66056, 66087, 66164, 66176, 66213, 66250, 66720 66090 on oil train 66128 on steel train</p> <p>Apr 13 66135, 66144, 66176, 66547, 66726</p> <p>Apr 14 66112 on goods train 66144</p> <p>Apr 15 66027, 66083, 66213, 66849 66075 on goods train</p> <p>Apr 16 66027, 66056, 66080, 66198, 66206, 66726 66112 on steel train</p> <p>Apr 17 66061 on oil train 66066, 66080, 66135, 66148, 66213, 66713 66200 on goods train</p> <p>Apr 18 66067, 66083, 66132, 66206, 66213 66175 on goods train</p> <p>Apr 19 66066, 66067, 66132, 66199, 66200, 66703 66136 on oil train 66158 on goods train 66544 light engine</p> <p>Apr 20 66080, 66081, 66119, 66509, 66703, 66849, 66953</p> <p>Apr 21 66067, 66077, 66148, 66198 66158, 66531, 66548+66510 on goods trains</p> <p>Apr 22 66076, 66077, 66080, 66103, 66110, 66198, 66199, 66703, 66715 66135 on oil train</p> <p>Apr 23 66017 on goods train 66021, 66110, 66136, 66144, 66132, 66199, 66545 66008 light engine</p> <p>Apr 24 66008, 66027, 66110, 66148, 66156, 66715, 66717 66077, 66152 on oil trains 66158, 66194 on goods trains</p> <p>Apr 25 66066, 66077, 66110, 66154, 66165, 66706, 66715</p> <p>Apr 26 66027, 66066, 66067, 66077, 66080, 66083, 66092, 66199, 66204, 66726, 66849 66131 light engine</p> <p>Apr 28 66025, 66067, 66106 66080 on steel train 66091 on goods train</p> <p>Apr 29 66027, 66058, 66067, 66138, 66232, 66507, 66849</p> <p>Apr 30 66083, 66092, 66232, 66560</p> <p>May 1 66013 on oil train 66021, 66070, 66091, 66105, 66132, 66232 66095 on steel train 66198 on goods train</p> <p>May 2 66021, 66058, 66083, 66105, 66119, 66143, 66152, 66709, 66727 66054 on goods train</p> <p>May 3 66021, 66070, 66132, 66143, 66183, 66213, 66531, 66598 66027, 66549 on goods trains</p> <p>May 4 66077, 66143, 66520, 66529, 66727, 66849 66114, 66158 on goods trains</p>
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- May 5 66007, 66008, 66154, 66250, 66953
66053 on goods train
66119+66113 light engine
- May 6 66134, 66154, 66213, 66616, 66727
66015+66035+66027 light engine
- May 7 66054 on goods train
66056, 66081, 66083, 66192, 66213, 66250,
66849
- May 8 66015, 66083, 66107, 66161, 66192, 66213,
66514, 66529, 66547, 66560
66021 on oil train
66053, 66166 on goods trains
66012 light engine
- May 9 66003 on steel train
66008, 66015, 66053, 66065, 66043, 66107,
66154, 66529
66019 on oil train
66082 on p.w. train
- May 10 66007, 66008, 66040, 66053, 66154, 66513,
66554
- May 11 66040, 66115, 66413, 66717
- Other recent sightings have been:
- Mar 2 60015, 66170 on iron ore trains, 60091 on oil
train, 66012, 66061, 66097, 66512, 66724, 66848
and 66957 on coal trains and 66074 on goods
train at Barnetby
- Mar 30 66031 light engine at Retford
- Apr 6 66077, 66206, 66507 on coal trains at Cherry
Holt Crossing
- Apr 10 66171 on goods train and 70008 light engine at
Lincoln
- Apr 13 66061, 66109, 66549, 66703, 66726 and 66849
on coal trains and 66117 on goods train at
Barnetby
- Apr 20 66085 and 66158 on goods train, 66956 on coal
train and 60019+66104 light engine at Haxey
60099 on tanks at Lincoln
- Apr 30 66250 at Lincoln
- May 7 66181 on steel train at Lincoln
- May 8 66846 and 67007 light engines and 66599 on
container train at Lincoln
- May 11 66080 on goods train, 66526, 66598 and 66721
on coal trains and 60099+66143+66055 light
engine at Beckingham
- May 15 67019 stabled in bay at Lincoln
- May 22 66121 on coal train at Lincoln
66724 containers in Eastfield Yard, 66729 and
66232 LE in yard, 37601 with Network Rail train
in yard and 67019 station end as rescue loco at
Peterborough
67008 as rescue loco at Kings Cross

Railtours and Charter Trains

Locos seen on railtours and charters have been:

- Apr 13 ("Lincolnshire Coaster") 60091

Preserved Railways

Locos used at the Keighley & Worth valley Diesel Gala on 27 April were 20020, 20031, 25059, D7628, 26038, 37075 and 37264.

Locos working at the Nene Valley Diesel Gala on 18 May were 20311, 20313, 31108, 37109, 56103, 56301 and 56303. Unfortunately 50008 THUNDERER, visiting from the East Lancs Railway, was declared a failure but its turns were covered by the three different liveried 56s - 103 in its old Fertis colours, 301 in Fastline colours and 303 in its dark green Devon & Cornwall colours.

Trip to London

The following were seen on a trip to London on 2nd May 2013:

Wakefield Kirkgate: 180107

Knottingley Depot: 66154/66181

Doncaster Wabtec: 31108/67012

Doncaster standby: 67024

Doncaster Yards: 08802/66016/66531/66709

Peterborough: 66245, 66707, 66721, 66740, 67019

Peterborough to Kings Cross (inc. Hornsey depot):

313026/27/28/31/32/36/37/39/40/42/43/44/46/56/60/61/64/
122/123/134, 317339/348, 321401/406/407/410/419,
365502/507/513/514/515/517/521/522/524/528/531/532/5
34/536/541

Kings Cross: 67022

St. Pancras International: 395005/007/009/018,
373013/14/21/22

St. Pancras Thameslink: 319002/009/012/215/216/218/
366/367/368/370/371/373/374/379/381/385/424/426/428/
430/432/435/436/445/448/450/458/460

Kentish Town: 319365/369

West Hampstead Thameslink: 222016

West Hampstead N.L.L.: 378204/218

Willesden Depot: 378220/257, 86101/121/401/701, 87002

Willesden Junction: 59103/206/66175/230/555/746/90041

Willesden – Euston services: 378223/224/228/232

Willesden (passing): 350105/106/108/109/113/
124/235/259/266 377202

Stratford/Clapham/Richmond: 378205/217/224/231/
234/255/256

Marylebone: 172103/104, 168002/005/106/108/110/218,
165001/003/004/006/012/015/016/021/022/023/025/032/
035, 67013

Wembley Depot: 67010/14, 165025/027/029/030/034/036

Wembley Stadium: 172101

Kensal Green (Passing): 390006/013/020/046/112/148/
152/153, 350104/111/113/118/125/243/254/255, 221143,
66711

North Pole: 360201

Clapham Junction (inc. Carriage Sidings): 378148/217,
444002/11/19/32/40, 377104/121/133/323/409/471,
450020/27/32/74/76/77/105/118/119/126/543/544/547/548
/557/562/567/569, 8012/14, 3417

Wimbledon Depot: 8017/24/26

Wimbledon Station: 159003/444019/26

Croydon Trams: 2530-32/38/41/42/44/46/47/51/
53-55/57/59
West Croydon: 378147
East Croydon: 377102/103/105/117/127/147/149/150/
158/213/323/406/408/418/429/441/443/453/468,
319432/435/436/448/457, DR 75502
East Croydon to London Bridge: 378136/211/213
London Bridge: 319217/219/441/442, 442408/20,
377507/508/511/513/518/520, 456004/005/007/
011-013/017/022/023, 466004-006/009/010/012/015/
019/021/023/026-028/030/031/035/037/040, 465002/
004-009/011/013-015/017-022/024/025/027/028/
031-037/042-044/047-050/151/152/154/155/158/159/
164/165/167/169-171/174/175/179-182/184/186-193/
195/236-238/240/242/244/246-250, 465902/04/05/07/
10-13/15/17-22/25-27/33/34, 375601/606/608/613/616/
619/623/624/626/630/702/706/714/802/804/807/810/814/
817/818/824/828-830/901/902/904/906/908-910/912-915/
917-921/927, 377101/104/126/130/137/140/141/143/
148-150/160/206/208/302/303/307/309-313/316-320/
325/410/411/414/415/419/438/441/452/453/457/467/469/
473, 171724/801-806, 376001-03/05-08/10-15/18-24/26/
27/29-36
Blackfriars/Farringdon: 319010/375/445/457,
377512/514/522

Egyptian Diary

(Sent 10/5/2013) Hi, it is another hot one today we have had 40c for the last week, fans on and windows wide open. A/C on at night makes the bedroom bearable! Anyway down to the Railway, visiting the station at Luxor; the first on the 28th February (a quick one this time). 3049 off shed and onto the 13.00 departure to Cairo, 3970 on shed, and 3944 doing the usual station pilot duty. The station was very busy with passengers, so much that you could hardly see the platform for people. Diana waited in the buffet, she had no hassle from the locals, you couldn't say that for Naples station with the Italian gents. Didn't manage a March visit, but April on the 6th, another quick visit. 3633 on shed as pilot, 3125 also on shed, and one of the Obahmas, 2418, on a short freight 3 tanks and a guards van. Still haven't got a picture of a freight. Must try harder! On the 16th my daughter Julie was visiting from GB, so had to show her the Pharaonic temple to the train, I think she was impressed. This time a Henschel was on the Aswan train and an EMD attached a coach to the rear, sorry no numbers. The 3rd visit was on the 30th April (a longer stay this time). 2122 on shed pilot duties, 3117, 2103, 3982, 3203 on shed, 3969 waiting on the 4 coach local train to Quena 14.15 departure, 3970 arrived on the local from Esna and went on shed, 3979 off shed and onto the Esna train for the 15.15 departure. 3031 off shed and onto the 8 coach Cairo train (12hr trip no A/C). 3944 station pilot again, having brought in the 8 coach and later the First class stock for the 17.00 departure to Cairo. No Obahmas or 66s this time. In fact not seen many 66s at all this year.

The track is made up of various sleepers, wood / concrete or steel with flat bottom rail and Pandrol clips. While sat in the shade I thought this could be any where in the world the usual pigeon strolling around the platform and the oil on the ballast from the diesel locos, I was back on Lincoln station in my lunch hour! I mentioned no visit in March, but we did visit Hurghada on the Red Sea, no locos apart from a 31xx at Quena on a Cairo train, but there is a railway line that goes half way across the eastern desert to Safarga then runs out. I think it was being built up to the revolution in Jan 2011. The road across the desert is apparently one of the most dangerous in the world; it is called the "Road to Hell" 300miles in 3.5 hrs with a stop! The trip was good apart from the road, some very nice Russian young ladies on the beach in their thong bikinis, no locos but some lasses, can't be bad! Also there is a track going off at Quena into the Prison, so that's where the prison trains come from. Only other railway note is on the 29/3 I could see from our balcony the sugar cane loco marshalling its train to take it to the sugar cane factory. I have just got myself a nice Gin & Tonic so I better sign off before I loose the Train of thought! Regards Steve,
Egyptian Correspondent.

Pennine Quiz No. 152

Railway Anagrams

- 1 A.DIMPOLE
- 2 ANDY ON MAT
- 3 BONECRAFT SHOW
- 4 BONNY RACE
- 5 COAST
- 6 DARK SCOT
- 7 DARTS OFF
- 8 DOLL IN RED SALOON CAR
- 9 DO WE SIGNAL?
- 10 GAS HEATED
- 11 GETS NEAR COWS
- 12 GET TINKER
- 13 GIVEN MAIL
- 14 GOIN' MENTAL
- 15 HAND OUT LLANBERIS G.C.'S
- 16 HEAPS UP TREES
- 17 I HELD FAY
- 18 I LUNCH-CAKE!
- 19 IS ASH LEGAL?
- 20 KEVIN HIT INGER
- 21 LASS NOT RED
- 22 LEN NOT COME? BLAST!
- 23 MEAN A LOT
- 24 NET CLOSED BY JUNIOR
- 25 NET COST

Pennine Quiz No. 151

The Answers

- 1 Gorton
- 2 Butler-Henderson
- 3 J.G. Robinson
- 4 Charwelton
- 5 63601
- 6 Culworth Junction
- 7 Great Central
- 8 Gainsborough
- 9 Braithwell Junction
- 10 Zeebrugge
- 11 Ashendon Junction
- 12 Grimsby
- 13 Coal trains to Cottam Power Station
- 14 Wrawby Junction
- 15 Grendon Underwood Junction
- 16 New Holland
- 17 S1
- 18 Reepham
- 19 Tickhill & Wadworth, Maltby, Dinnington & Laughton and Anston
- 20 Wrexham
- 21 Belgrave & Birstall
- 22 Windcutters
- 23 Great Northern
- 24 Darnall, Woodhouse, Kiveton Bridge, Kiveton Park and Shireoaks
- 25 Clarbrough Tunnel

The Winner

Congratulations to the winner – Jon Davis.

Pennine Meetings 2013

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

Wednesday 19th June 2013

John Law

‘Transport around Grimsby and Cleethorpes’

Wednesday 3rd July 2013

Andy Barclay

‘The slides of the late Peter Fox’

Wednesday 17th July 2013

Graham Lightfoot

‘4 Rivers’

Wednesday 7th August 2013

Peter Marsh

Wednesday 21st August 2013

Members Digital Night

Wednesday 4th September 2013

Derek Porter

Wednesday 18th September 2013

Robin Patrick

‘Hobsons Choice’

Acknowledgements

I would like to thank the following for their generous contributions to this issue: David and Linda Bladen, Tony Caddick, Ken King, Steve Payne, John Sanderson, Ian Shenton, Robin Skinner, Paul Slater and Tosca. Also thanks to Roger Griffiths of the Engine Shed Society for allowing us to use their quiz questions.

Due to personal circumstances I have been away from home for long periods in the last two months, so if I have missed your contribution, I apologise.

Next Issue

The Autumn 2013 issue of Trans Pennine is due for publication on Wednesday 18th September would contributors please let the coordinator have their information by no later than Wednesday 21st August. If you can, please email your contributions to david@whitlam145.freeserve.co.uk. If you are posting your contributions, it would help if you could post it in instalments and not leave it all to the last day – THANK YOU.

Train of thoughts

Adrian Bristow remembers commuting to school

In 1937, while living in Plumstead, southeast London, I passed the scholarship exam and, on the advice of the headmaster, my father decided I should go to St Olave’s Grammar School. The school, a handsome listed building, stood in Tooley Street in the shadow of Tower Bridge, about half a mile from London Bridge Station. It meant I would have to travel by train to London Bridge each day with several school friends similarly bound. I soon became the proud owner of a season ticket which, I discovered, would allow me to roam at will all over the Southern Railway.

For the next two years I travelled up to school every morning on the 8.20am from Woolwich Arsenal. This train, which brought sober-suited office workers up to the City, started life near Gravesend. Having fought its way up through the towns of Kent, it was fairly crowded by the time it reached Woolwich Arsenal. As the covered part of the platform was lined with commuters, our little group

gathered at the far end of the platform, ready to infest the two rear carriages. These were usually full of male quartets playing solo on newspapers stretched across their knees. We took much delight in bursting in upon them, forcing them to take up their cards and papers as we stumbled over shiny toecaps into the corridor. They used to curse us, and no wonder.

Once established in the corridor, we whiled away the 20-minute journey in the traditional way, copying each other's homework, conjugating Latin verbs and hearing each other racing through the poem we had to learn by heart for homework. All this was accompanied by a great deal of background hiss, compounded by high-pitched squeals, shouts of laughter, a little wild song and some scuffling. We were a pretty noisy bunch, but it was really no more than boyish high spirits.

Coming home

On our way home our first diversion was playing 'carriage-he'. Any number could play, but first you had to seize an empty compartment. This was easy enough for us because we came home before 4pm, when the trains from Waterloo and Charing Cross were virtually empty. And no passenger in his right mind would choose to share his journey with five or six likely boys who had been driven hard all day and wanted to let off steam. Once inside the compartment, one boy was chosen 'he' and blindfolded with a school scarf. Then, while he stood with his face against the window at one end and counted up to 20, the rest of us hid. It is surprising the curious corners and spaces small boys can stow themselves away in. We hid under the seats (very filthy), on the luggage racks, and under the seat cushions. We even hung suspended above the carriage door. When he reached 20, 'he' tried to catch and identify us while we took violent, evasive action - violent was the word. Whoever was caught then became 'he', and so the game continued.

Of course we could only play this game in spasms, for we had to stop whenever the train stopped at a station. We had to make sure that no one entered our compartment and we had this worked out to a fine art. As the train slid into a station, we flung the window down and several flushed, grimacing faces peered out, challenging any passengers waiting on the platform to join us. It did the trick. Then, as the train gathered speed, the game was soon in full swing again.

Water, water...

We had another irritating little game we used to play on the staff in the refreshment room on platform one at London Bridge. Outside the door on the wall was a framed tariff - and in small print at the bottom were the words, 'Glasses of water may be obtained on request'. One of us would approach the lady at the counter with a winning smile and say, "May I have a glass of water, please?" Since this was the quiet time in the afternoon she was happy to oblige. After the third or fourth small boy had come in for a glass of water she became far from happy and promptly threw us out. We played this

game intermittently, but regretted it in the summer when we were all hot and sticky and dying for a drink but dared not go in.

The steam engines that ran on our part of the Southern Railway belonged to two classes, the King Arthur class and the Schools class. They looked superb as they came snorting, ponderous and clanking, into the station in their green Southern Railway livery, their brass burnished and gleaming in the sunlight.

Schools class

The Schools class of 40 engines, built from 1930 onwards, were named after various public schools. How our grammar school came to rub shoulders with such as Eton and Harrow, Rugby and Winchester, I don't know, but I was delighted to find a locomotive named St Olave's. Apparently it was the 39th to be built, but never mind, we all felt a little more significant when our own engine carried us home.

Hanging about on the platform, we waited impatiently for the indicator panels suspended from the roof to light up. Then soon afterwards came the disembodied nasal voice, booming up and down the platform. I can hear it still across the vale of years, although it wasn't my line: 'The next train at platform two will call at - pause - New Cross, St John's, Ladywell, Catford Bridge, Lower Sydenham, New Beckenham, Blockhouse, Elmer's End, Woodside and Addiscombe'.

A railway ticket to romantic places seemingly just a stone's throw from London Bridge. Then came the jolting crash of the signal arms, to be followed by the thunder and hiss of the train as it came snaking, braking, round the curve into the station.

Marsh-mellow

It may be little but the Romney, Hythe and Dymchurch Railway has overcome war and falling tourist numbers says David Bonnett

The Big Four railway companies - London, Midland and Scottish; Great Western; London and North Eastern; and Southern Railways - are long gone, but some smaller companies have outlived them, not least the Romney, Hythe and Dymchurch in Kent. Since 1927 it has been small, not only as a company, but in locomotive size and railway gauge.

Its steam and diesel engines are one third of full size, and they run across Romney Marshes on 15-inch tracks. At its opening the Romney, Hythe and Dymchurch was acclaimed as the world's smallest public railway. The Duke of York, later King George VI, was at the controls as the first train ran into New Romney. By 1929 the track had been extended to Dungeness lighthouse, giving locals a line they had been asking SR to supply.

The locos and stock

All the railway's steam locomotives were built between 1925 and 1937. Some are based on the 4-6-2 Flying Scotsman design (later Class A) of Sir Nigel Gresley for LNER. There are also two 4-8-2 locomotives and an industrial 0-4-0 locomotive. The locomotives are capable of hauling a long rake of specially designed aluminium or teak rolling stock safely at 25mph. A scale of four inches to the foot suggests an equivalent full scale speed of 65-75mph.

In its early years the railway ran a fleet of Pullman coaches designed by Henry Greenly, perhaps the most luxurious ever for 15-inch gauge, with steam heating, electric light and smart upholstery.

In 1977 the railway commissioned an observation and bar car, Gladys, to its own design. Gladys was the wife of Captain J.E.P. Howey, the founder of the little railway. At 32 feet Gladys is exceptionally long for a 15-inch gauge track.

In WWII the Romney, Hythe and Dymchurch Railway was called into military service. It ran an armoured train equipped with machine guns and an anti-tank rifle, hauled by the 4-8-2 Mountain Locomotive Samson - clad in protective steel plate.

The railway also helped in the construction of the 'pipeline under the ocean', known as PLUTO. This fuelled the allied invasion force.

Bombing caused some track damage and the double line between Romney and Dungeness was badly wrecked and one track was never replaced. Trains crossed at Romney Sands from then on.

In March, 1947, to take account of increased tourism railway introduced its Bluecoaster Limited train, complete with observation car which ran non-stop between Hythe and Dymchurch through the summer. It covered the 13.8 miles in around 45 minutes.

It hauled streamlined Pullmans with the observation car at the rear. On arrival at Dungeness it ran round the continuous loop there, and avoided the need for turning prior to the run back to Hythe. The locomotive had a 360-gallon high capacity tender so didn't stop for water. The Bluecoaster had a special fare tariff plus extra for a place in the observation car.

Income from tourism and passenger numbers declined in the 50s and 60s as more and more people travelled abroad. The railway still needed investment to repair bridges and rolling stock, and the locomotives needed maintenance. The company was in danger of financial derailment but under a new consortium headed by Sir William MacAlpine the railway was saved.

Romney today

Today the railway is in much better shape and operates what amounts to a mainline in miniature, and to a timetable. Although it is a small service in terms of train size, it performs a large role in the community, including a term-time school train serving children on the journey from Dymchurch to the school in New Romney.

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