

TRANS PENNINE

**The Magazine of the Pennine Railway
Society**



No.159 - Spring 2012

Photos

Front Cover

The photo, taken by Adam Fisher, shows HZ (Croatian Railways) 2062056 at Unesic on 17 August 2009 about to depart with the 12.05 Unesic - Split.

Back Page The photo, taken by David Whitlam, shows 67021 at Newark Northgate on 12 November 2011, waiting to work the 13.05 Leeds to Kings Cross (1A31) diverted via Lincoln.

Committee Briefs

Membership Renewal

We would like to thank all those members who have renewed their subscription for 2012. It is not too late to rejoin – simply send your cheque for £6, payable to the Pennine Railway Society, to Tony Caddick, our Membership Secretary, at the address shown at the front of the magazine, or renew your subscription at a social evening.

For those of you who are not rejoining, this will be the final magazine you receive. In these circumstances we thank you for your past support and hope you may consider rejoining the Pennine at some future time.

Social Evenings

Robin has produced an excellent programme of social events for 2012. Come and join us on the 1st and 3rd Wednesday of every month at the Salutation Inn, South Parade, Doncaster (approx 12 minutes walk from Doncaster BR and buses available from Doncaster Interchange). We have a well furnished, private, function room. All welcome, members and non-members. Details of the programme are shown elsewhere in this organ.

Meetings start at 20.00hrs.

Annual General Meeting

This year's AGM held at The Salutation in Doncaster on Sunday 8 January 2012. Thirteen members attended, with apologies for absence received from Robin Havenhand and Tony Booth.

Key points from the meeting where:

- 2011 was successful in terms of social evenings and attendances
- meetings in 2012 will continue to be held at The Salutation, with The Railway the alternative venue should The Salutation be unavailable on any given night
- congratulations to the Pennine on winning the Pennine Shield quiz, and to our team of Tony Caddick, Geoff Bambrough and Robin Havenhand
- visits in 2011 were to Barrow Hill and SY Supertram depot
- thanks to Geoff Bambrough and Phil Lewis for fund raising on sales stands
- thanks to Geoff and Neil Taylor for fund raising through raffles held on social evenings
- the 2012 programme for social evenings was also close to finalisation. Highlights will include Les Nixon (3 October), Gavin Morrison (17 October) and a members slide night on 6 June to celebrate the Diamond Jubilee of the reign of Queen Elizabeth II (1952-2012)
- thanks to Robin Havenhand, Neil Taylor and Tony Caddick for their on-night organisation of social evenings
- the Society's website was recommended as a source of information of events and any urgent changes in arrangements
- presenters at social evenings were welcomed to give a digital presentation but were required to bring their own laptop and projector
- membership numbers reached 81, but during 2011 sadly two members passed away, Trevor Dean and Timothy Carr. One member (Steve Payne) has now emigrated to Egypt, we wish him well
- the PRS nameboard (currently held by David Bladen) will be on display at future sales events
- space will be provided in our magazine for any member with memorabilia for sale, subject to a donation to the society
- from the summer magazine, the quiz will single prize of £10 to the winner (due to the current low number

of entries received)

- ideas for visits in 2012 included Barrow Hill and the 100 year anniversary of Immingham Docks, also to advertise events when members can attend and meet up informally
- John Sanderson presented a financial statement of the Society's accounts which showed a healthy surplus
- the committee was re-elected en-bloc for 2012

Thanks to all who attended and contributed to a successful AGM. The Society moves forward optimistically into 2012.

Abellio for East Anglia

Abellio, the international arm of Dutch Railways, has won the new Greater Anglia franchise. Abellio already runs the Merseyside and Northern franchises as 50/50 joint ventures with Serco.

Virgin Extension

Virgin's West Coast franchise has been extended from its previous expiry date of 31 March to 9 December to allow management of the introduction of new Pendolino carriages and run services during the Olympic Games.

Manchester Metrolink

Some of the least reliable T-68 trams, built by the Italian company AnsaldoBreda are to be phased out and replaced by new Bombardier vehicles on a one for one basis. They will be broken up for spares.

Lille Loophole

British immigration officials are increasingly concerned about the number of passengers buying Brussels – Lille tickets on Eurostar and travelling on to London. Such passengers avoid passport checks at Brussels, travelling on an "internal" journey and passport checks are rarely made at St Pancras.

Metrocars for Doncaster

Wabtec in Doncaster is to refurbish Tyne & Wear PTE's metrocars, and repaint in blue/yellow. Car 4041 was the first to be out-shopped.

German's Target Yorkshire

Alliance Rail Holdings, subsidiary of DB has bid to run trams every 2 hours in each direction from Kings Cross to Huddersfield via Retford, Worksop, Sheffield, Meadowhall, Barnsley and Penistone reviving the GNER brand. It also proposes 4 daily services in each direction between Kings Cross and Cleethorpes via Doncaster and Thorne, all starting in 2014.

Cheap advance fares would not be available but walk-on fares would be considerably less than other companies.

Lion on the Line

Services on the Sheffield – Huddersfield were suspended on 30 October 2011 when a member of the public reported sighting a lion around Shepley station. The police helicopter was activated and armed marksmen placed on standby. No lion was found and services were later allowed to return to normal.

HS2 Gets Green Light

The Government has given the go-ahead to construction of a second high speed line, initially from London to Birmingham. There will be 4 stations, Euston, Old Oak Common (a new station near Willesden to be built on derelict land), an interchange south of Birmingham and Birmingham Curzon Street.

Trains will travel up to 225mph, cutting journey times between Birmingham and London to 49mins. The line will not before 2026, and extensions to Manchester and to Leeds will not be completed before 2033.

Pennine Shield

Congratulations to the Pennine quiz team on winning the 2011 Pennine Shield. The team consisted of Tony Caddick, Geoff Bambrough and Robin Havenhand.

Forth Bridge Repainted

Completion of painting of the Forth Bridge has been announced (first time ever). A re-paint is expected to begin in the year 2036.

Barrow Hill 2012

The events planned for Barrow Hill Roundhouse in 2012 are:

Fri/Sat/Sun 13/14/15 April – ‘The Fab 4’ Steam Gala

Fri/Sat 18/19 May - Rail Ale Festival

Railway Cash Injection

Investment recently announced by the Government includes electrification of the North TransPennine route between York and Manchester and restoration of the East-West rail link between Oxford, Aylesbury and Bedford.

Other electrification schemes in the National Infrastructure Plan include Paddington – Cardiff/Newbury/Oxford, Liverpool – Manchester (via Chat Moss), Liverpool – Wigan and Manchester – Preston (and Blackpool North).

Stranraer Harbour Loses Ferries

Stenna Lines services to Belfast have left Stranraer Harbour for the last time, ending a tradition beginning in 1861 and moved 13Km further down the sea loch to Cairnryan.

Bats!

Proposals by Chiltern Railways to introduce a service from Oxford to Marylebone have been rejected as Wolvercote Tunnel has significant bat usage and changes necessary to enable increased usage of trains would have an adverse effect.

Adelantes Return to Great Western

Five Adelantes have returned to GW from East Coast and Northern to replace Turbos on the Paddington – Oxford – Worcester line. The Turbos will strengthen suburban services in the Thames Valley.

West Riding Returns

Loco 91117 has been named “West Riding Limited” to promote the superfast weekday service from Bradford, Leeds and Wakefield to Kings Cross. The name was inspired by the steam train from Bradford to Kings Cross launched in 1937.

Replacement Routemaster Launched

The successor to the London Routemaster bus has been launched. The double-deckers, built for Arriva by Northern Ireland company Wrightbus have two staircases, three entrances and a rear platform to provide a hop-on, hop-off service.

Pennine bus correspondent, Boris Collins, tells us 8 buses will be introduced in the first half of 2012 on route 38 running from London Victoria to Hackney.

German Expansion

DB has bought Grand Central via its British subsidiary Arriva UK Trains. DB also controls Cross-Country, Arriva Trains Wales and Chiltern Railways plus concessions to run Tyne and Wear Metro and London Overground (with Hong Kong based operator MTR).

Cargo-D in Administration

The charter and rolling stock spot-hire company Cargo-D has called in the administrators. Based at Stratford-upon-Avon it had offered rolling stock to operators and running an associate charter operation Rail-Blue Charters.

Official Unpredictable Service

London Underground's 07.59 diesel operated service from Woodgrange Park to Upper Holloway will officially only run when there is a train available!!

Scottish Loadings

Our Scottish correspondent I Jimmy Collins tells us that in 2009/10, 90 passengers used Barry Links station! However there is now a 7-car train between Aberdeen and Inverness, the longest diesel unit ever run by ScotRail.

History Corner

Our resident historian, Winston Spencer Collins remembers the 1940 Blitz on London and the damage to LT's bus fleet. An appeal went out to municipal operators nationwide to send any buses surplus to requirements to London.

The first to arrive was an AEC Regent double-decker in the Halifax Corporation fleet, reg. no. JX1790. After the war the bus was bought by Nottingham City Transport, fleet no. 267.

New Order for Bombardier

Bombardier at Derby is to build 130 EMU vehicles for Southern. The Class 377/6 Elettostars must be delivered before the December 2013 timetable changes (as the 23 four-car Class 377s subleased to First Capital Connect will not be returned in time due to the delay to the Thameslink rolling stock contract).

German Delay

Delays in the production of Siemens trains have forced DB to postpone its plans to provide international services from London until 2015. This may give an advantage to Eurostar on introduction of new routes when their new train-sets arrive.

Balls Blow

To deter rush-hour commuters from surfing train roofs, Jakarta railways have started hanging concrete balls above the tracks, to knock them off. Initially, however, the first rows of balls will be installed too high above trains to catch them.

Steve Payne

On 2nd January Steve Payne and his wife Denise moved from Lincoln to Luxor to start a new life. Steve has been an active Pennine member since the early days of the society and will be missed. All is not lost though and Steve is to become our "Egypt Correspondent". We therefore look forward to learning about the Egyptian railway scene in coming editions of Trans Pennine. On behalf of all the membership we wish him well in this new venture. If anyone would like Steve's new address please contact Robin.

Blackpool Tram News

Since the system closed last November quite a few trams have left for new or temporary homes as the reopening day as a new modern light rail system draws ever nearer. Here is a list of the various movements since the last edition of TP:-

Brush Railcoaches

621 left 15th December for Kirkham open prison, to be restored here by inmates for Friends of Fleetwood group.

625 left 20th December for storage at an industrial estate in Knowsley for possible future use by Merseytravel.

627 left 16th December - details as per 621.

630 left 21st December repainted for preservation at the National Tramway Museum at Crich.

637 left 6th February - details as per 621.

Centenary Cars

641 left 12th January - details as per Brush car 621.

643 left 13th January for static use at Broadwater Caravan Park near Fleetwood.

644 left 11th January for use as a static cafe at Farmer Parrs tourist attraction near Fleetwood.

645 left 19th January for static use at Windy Harbour Caravan Park near Fleetwood.

646 left 18th January for storage at Paul Gaunt's yard near Squires Gate, another Friends of Fleetwood car.

Trailer Sets

671 left 19th December - details as per Brush car 625.

681 left 20th December - as above.

HOWEVER in yet another move on 7th February 671 was exchanged with 637 at Knowsley so now 637 is owned by Merseytravel with 671 now owned by the Lancastrian Transport Trust and at the moment in outside storage at Jacksons Coaches yard in Blackpool.

673 left 16th January - details as per Brush car 621.

683 left 17th January - as above.

687 left 7th February - details as per Brush car 621.

English Electric Railcoach

678 left 14th December - open storage at Halsall International Storage Ltd., Fleetwood, another Friends of Fleetwood car.

Balloon Double-deck Cars

708 left 28th November - temporary open storage in the Bolton area but has since moved to Buckley Wells depot at the East Lancashire Railway, tram destined for Heaton Park Tramway, Manchester. Also similarly owned 702 has moved to the ELR from its temporary home at a museum near the Trafford Centre. Both cars are awaiting the construction of a new depot at Heaton Park.

726 left 17th November - details as per E/E car 678.

Jubilee Double-deck car

761 left 17th November - details as per E/E car 678

New Flexity trams delivered since the last TP are: - 004 on 17th Nov, 005 9th Dec, 002 16th Dec, 006 2nd Feb, 003 (via Bombardier works at Derby) 4th Feb and 007 17th Feb.

Details and confirmation of the proposed "Heritage fleet" for limited use are still awaited but until then its all downhill to Good Friday to see whether all 16 Flexity's will have arrived and also whether all the construction works at the Fleetwood end will have been completed in time to enable the full line to reopen at last.

Sheffield Railwayana Auctions

At the Sheffield Railwayana Auction held at the Derbyshire County Cricket Club's Gateway Centre on 10th December 2011 the following locomotive nameplates all sold for £6,000 or more:

· LOCO NAMEPLATE: "FIRTH OF FORTH" carried by BR Standard "Britannia" Class 7MT 4-6-2 Pacific No. 70051 built at Crewe in August 1954. First shed was Glasgow Polmadie. In the early 1960s it ventured south of the border to Crewe North, Holyhead and Banbury but eventually returned north to finish

its days at Carlisle Kingmoor from where it was withdrawn for scrap in December 1967 - £12,500

· GWR BRASS COMBINED NAME AND NUMBERPLATE: TREMAYNE 3358. As carried by Dean GWR "Bulldog" Class 4-4-0 No. 3370 (later became 3358 under 1912 renumbering scheme) built at Swindon in December 1900. It originally had a parallel boiler but was fitted with a superheated half-cone boiler in November 1911. This in turn was replaced by a full-cone boiler in November 1916. May 1922 saw it allocated to Worcester but by the time of its withdrawal in November 1945 it was a Wellington loco - £13,500

· LOCO NAMEPLATE: "MERRY HAMPTON" carried by the Gresley LNER Class A10 4-6-2 rebuilt to Class A3 in 1945. Built by the North British Locomotive Company No. 23103 in 1924, it entered traffic on the 16 July of that year with the number 2565; it was later renumbered LNER 66 and later still 60066 by BR. It was the loco which on 10th May 1926, as a result of the General Strike union activity over blackleg labour, was derailed while heading the "Flying Scotsman" between Annistford and Cramlington as a protest by the miners and which as a result eight local men served prison sentences for their action. During its career it had a varied allocation history and served at the sheds at Haymarket, Gateshead, Dundee, Aberdeen, Eastfield, Carlisle Canal, Doncaster, King's Cross, New England and finally at Grantham from where it was withdrawn in September 1963 for scrap - £14,200

· LOCO NAMEPLATE: "MANCHESTER UNITED" as carried by the Gresley designed LNER B17/4 class 4-6-0 built by Robert Stephenson at Darlington which emerged to traffic on 13 January 1937 as LNER 2862 later becoming 1662 and then 61662 in BR days. In 1938 it could be found at Gorton where it was used for working express trains from Manchester to Marylebone. During WW2 it received a black livery. In 1947 it was reallocated to Colwick where it remained until 1951 when it was sent to Stratford. It was rebuilt as a B17/6 in March 1955 at which time it could be found at Colchester but by the time of withdrawal on 1 December 1959 it had returned to Stratford. It was broken up in early 1960 - £35,000 (see below)

· LOCOMOTIVE NAMEPLATE: "HATFIELD HOUSE" carried by Gresley designed LNER B17/1 class 4-6-0 built at Darlington in November 1930 for the GE Section with GE style tender. It was originally numbered 2821 then 1621 by the LNER and became 61621 in BR days. After 1948 it could be found at Cambridge, Stratford and finally March from where it was withdrawn in November 1958 and sent for scrap - £6,400

The "MANCHESTER UNITED" nameplate was originally sold for £40,000, but when the bidder examined it he thought it was a replica, so it was eventually sold to the next highest bidder when it had been proved authentic.

Also sold, for charity, were six nameplates removed from the Virgin Trains "Thunderbirds" transferred to Network Rail. The sale made £15,100 for Virgin Trains nominated charity CLIC Sargent. The nameplates sold came from 57301 (£3,300), 57303 (£2,900), 57305 (£2,200), 57306 (£2,700), 57310 (£2,100) and 57312 (£1,900).

Irchester Quarries

by Paul Slater

Iron and steel was once one of the major industries in Northamptonshire, and iron-ore was an important traffic on the county's railway. The East Midlands orefield, centred on Northamptonshire and extending into adjacent counties, was not the first in Britain to be developed, but in time it became more important than any other. Production in the orefield reached its peak during the Second World War, and continued at a high level until the early 1960s.

The quarry railways were an essential part of the iron and steel industry. Most remained steam-worked to the end, and in their final years they attracted considerable attention from enthusiasts. Numerous networks operated in Northamptonshire, both standard gauge and narrow gauge. Aerial ropeways were used instead of railways at a few locations.

The system most familiar to me was the South Durham Iron and Steel Company's standard gauge network in the quarries at Irchester, only a few miles from my home town of Rushden. From a road on the opposite side of the Nene valley it was possible to see the plumes of steam from half-a-dozen locomotives on the move at once as they went to and fro in the quarries, and a haze of thick brown smoke would often show signs of activity at the diminutive engine-shed hidden in a cutting behind the hamlet of Little Irchester. The locomotives used in Irchester quarries were dark green 0-4-0 saddle tanks. Once I noted that the number of one of them was 15, and in 1967 I managed to take a photograph of one hauling a short train of loaded ore wagons, my vantage-point being a bridge which carried the road from Irchester to Wellingborough over the

quarry railway.

Ore from the Irchester quarries went to Teesside. The quarry railway connected with the Northampton - Peterborough line at London Road station, Wellingborough. I can remember the level-crossing gates at London Road being closed for what seemed an age as a main-line steam locomotive shunted the wagons, and sometimes I saw one of these engines getting a loaded ore train on the move over the River Nene Bridge and up the connecting line to Midland Road station at Wellingborough. In the mid-1950s I remember seeing ex-LMS 2-6-0+0-6-2 Beyer Garratt's on these trains; later, 8F 2-8-0s and 9F 2-10-0s were the usual motive power.

By the mid-1960s the Northamptonshire orefield was in decline, with the steel industry using more imported than home-produced ore. Improved shipping and handling techniques for imported ore, together with the lower quality of home-produced ore, meant that the moving of Northamptonshire ore over long distances by rail became increasingly uneconomic. Quarries began to close down, Irchester quarries finishing production in 1969. The long-distance ore trains from Northamptonshire had stop running by the mid-1970s although quarrying continued to take place around Corby for a few more years, the ore being taken to the furnaces there by British Steel diesel locomotives.

One of the green 0-4-0 saddle tanks from Irchester quarries was preserved for a time on the village recreation ground, and I took a photograph of it there during a visit to my parents in October 1973. Later, a country park and railway museum was established on the site of the quarries, and in May 1989 I went there with my mother, my last visit to Irchester. Peckett metre gauge 0-6-ST no. 85 was in steam on a short length of track; this locomotive formerly ran on another local quarry railway, the Stewarts and Lloyds line that linked Finedon with Wellingborough ironworks.

Tosca's Travels

(Beer and Bashing Abroad)

Part 20

With our baby being due in mid-January 1999; I was expecting not to be able to do much bashing for a while, so I took the opportunity to take a trip in December 1998. I chose Denmark as I had only been once and I had spotted a cheap flight in the travel agents.

Saturday 12th December 1998

As the flight wasn't until the late afternoon I decided to get to Stansted via a line I had never done. That, along with two beer stops resulted in the following strange move.

91005 Doncaster – Stevenage

EMU 317343 Stevenage – Hertford North

Visited the White Horse Inn, Hertford and had ½ of Dark Horse ale.

EMU 315855 Hertford East – Broxbourne

EMU 317337 Broxbourne – Harlow Town

EMU 317341 Harlow Town – Bishops Stortford

EMU 317330 Bishops Stortford – Stansted Mountfitchet

Visited the Queens Head, Stansted Mountfitchet and had ½ of Tolly Original bitter.

EMU 317348 Stansted Mountfitchet – Stansted Airport

Scandinavian air services SE-DAX Stansted Airport – Kaastrup Airport

An on time arrival, a quick pass through customs and I was on the unit into Kobenhavn (Copenhagen in English).

DSB EMU 2023 Kaastrup Lufthavn – Kobenhavn H.

I quickly checked into the Hotel, which was a 5 minute walk from the station, and then went out on the bash.

DSB 1519 Kobenhavn H – Osterport

DSB 1519 Osterport – Kobenhavn H

DSB 1536 Kobenhavn H – Osterport

DSB 1514 Osterport – Kobenhavn H

Time for a beer and food. There is a brew pub in Kobenhavn called Bryggeriet Apollo. I can't remember what I had to eat but I had a glass of Apollo Pilsner followed by an Apollo Christmas beer. Both were good. I then popped back to the station and did a move.

DSB 1515 Kobenhavn H – Norreport

DSB 1533 Norreport – Kobenhavn H

Bit of a Ned leap but there wasn't anything else to have. As it was now 23.30 I was going back to the hotel but I fancied another drink so I called into the Hard Rock Café. Now those that know me well are aware of my dislike for the mass produced bland lager produced in the UK (Carlsberg at Northampton being a particular bad example). However in Denmark they produce 4 beers of which 2 are not bad. I had a ½ litre of Carlsberg Gold and really enjoyed it. Then it was back to the hotel for some deserved sleep.

Sunday 13th December 1998

An unusual thing that used to happen in Denmark was that certain trains ran from private railways through to Kobenhavn. Today I was to do one of these lines.

DSB 1516 Kobenhavn H – Osterport

DSB 1506 Osterport – Kobenhavn H

DSB 1516 Kobenhavn H – Roskilde

DSB 1526 Roskilde – Nakskov (On the Lollandsbahn private railway)

DSB 1526 Nakskov – Ringstead

DSB DMU 5047 Ringstead – Odense

DSB 3009 Odense – Ringstead

DSB 1523 Ringstead – Hoje Taastrup

DSB 3021 Hoje Taastrup – Kobenhavn H

DSB DMU 5082 Kobenhavn H – Hoje Taastrup

DSB 3015 Hoje Taastrup – Kobenhavn H

DSB DMU 5040 Kobenhavn H – Hoje Taastrup

DSB 3012 Hoje Taastrup – Kobenhavn H

DSB 1503 Kobenhavn H – Osterport

DSB 1504 Osterport – Kobenhavn

It had been a long day and was also very cold and beer was not an appealing thought so I went back to the hotel for an early night.

Monday 14th December 1998

Today's plan was to get the locos on the international trains between Fredericia and Germany; however this did not go as well as planned. The unit from Kobenhavn to Fredericia was heavily delayed by a signal failure. This resulted in missing the southbound international. This also meant problems getting the 2nd loco.

DSB DMU 5027 Kobenhavn H – Fredericia

DSB DMU 5067 Fredericia – Lunderskov

DSB EMU 2027 Lunderskov – Tinglev

DSB DMU 4015 Tinglev – Padborg

The international trains were very odd. The northbound services called at Tinglev, the southbound ones didn't and they passed between Tinglev and Fredericia.

DSB 1403 Padborg – Tinglev

To rescue the day I worked out that a trip into Germany was worth doing.

DSB DMU 4015 Tinglev – Padborg

DB 101078 Padborg – Flensburg

DB DMU 628684 Flensburg – Tarp

DB DMU 628682 Tarp – Flensburg

Now the day got really bad, the northbound international was very late and with no alternative service I had no option but to wait, although I did manage to have a meal in the station buffet. Eventually, about 2 hours late the train turned up absolutely covered in snow. Ironically I had not seen any in Denmark.

DB 101053 Flensburg – Padborg

DSB 1412 Padborg – Fredericia

Bad news – No train back to Kobenhavn until the overnight. There was a train to Aalborg which gave me an hour in Aalborg.

DSB DMU 5051 Fredericia – Aalborg

Tuesday 15th December 1998

I found a bar that was open and had a couple of drinks before going back to the station for the overnight unit! Deep joy – the most rancid overnight I have ever done.

DSB DMU 5024 Aalborg – Kobenhavn H

I arrived at Kobenhavn just after 6am. So I picked up the plan to cover the commuter services from Helsingor. It just resulted in me being out earlier than I had planned.

DSB EMU 2012 Kobenhavn H – Helsingor

DSB 3016 Helsingor – Espergaerde

DSB 1513 Espergaerde – Skekkersten

DSB 3001 Skekkersten – Niva

DSB EMU 2004 Niva – Helsingor

DSB 1508 Helsingor – Niva

DSB EMU 2015 Niva – Humlebaek

DSB 1507 Humlebaek – Kokkedal

DSB 1456 Kokkedal – Osterport

DSB 1534 Osterport – Valby

DSB EMU 8013 Valby – Kobenhavn H

DSB 1452 Kobenhavn H – Hoje Taastrup

DSB EMU 2021 Hoje Taastrup – Tarnby

DSB EMU 2010 Tarnby – Kobenhavn H

DSB 1525 Kobenhavn H – Hoje Taastrup

DSB 1529 Hoje Taastrup – Roskilde

DSB 1532 Roskilde – Kobenhavn H

DSB 1448 Kobenhavn H – Osterport

DSB 1451 Osterport – Kobenhavn H

DSB 1505 Kobenhavn H – Valby

DSB 3006 Valby – Kobenhavn H

DSB 1521 Kobenhavn H – Norreport

DSB 3018 Norreport – Kobenhavn H

DSB 1460 Kobenhavn H – Norreport

DSB 1524 Norreport – Osterport

DSB 1517 Osterport – Kobenhavn H

DSB 1522 Kobenhavn H – Hoje Taastrup

DSB 1504 Hoje Taastrup – Kobenhavn H

DSB 1447 Kobenhavn H – Osterport

DSB 1504 Osterport – Kobenhavn H

By now it was 7pm and I was shattered, the worst day of the trip had been followed by the best but hungry and tired I had to stop. I had a meal and a glass of the Carlsberg dark beer in the station restaurant. Then back to the Hotel. I was in bed and asleep before 9. Ironically as this was my last night I had planned a night out on the beer but the plan, like me, failed miserably.

Wednesday 15th December 1998

I woke fully refreshed but couldn't do too much with the flight being at lunchtime.

DSB 1511 Kobenhavn H – Osterport

DSB 1534 Osterport – Kobenhavn H

DSB 1501 Kobenhavn H – Norreport

DSB 1502 Norreport – Osterport

DSB 1501 Osterport – Kobenhavn H

DSB EMU 2004 Kobenhavn H – Kaastrup Lufthavn

Scandinavian air services OY-KGM Kaastrup – Stansted Airport

EMU 317661 Stansted Airport – Tottenham Hale

Victoria line Tottenham Hale – Kings Cross/St Pancras

91011 Kings Cross – Doncaster

Overall 41 new for haulage and a few beers, though not too many as it turned out. Highlights being the trip to Nakskov and the day on the commuters in Kobenhavn. The day out at Fredericia was awful, culminating in that horrible overnight. Since then Denmark has become a poor place for bashing. Most of the 14XXs are withdrawn and sold on to operators in Sweden, Norway and even Australia. The 30XX electrics have been whittled down to a few, although some are now in Bulgaria working freights. The only things left are the ME class 1500s. I had 29 out of the 37 of them; one of my needed ones was withdrawn after a fire. So, like Ireland, Denmark isn't somewhere I can really score much anymore. However, there are many routes I haven't done and a few more brew pubs in Kobenhavn so I may go back there one day.

In January 1999 Adam was born, and I thought my trips would become a lot less, as it turned out when he got older he loves the trips as much as me. In June 1999 there was a railtour in Belgium that I fancied doing and having got nod from the missus I had a 4 day trip.....

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

Nov 10

67020 Thunderbird
67001 Route learner
66043 Rails
66710 Light engine
66571, 66504 Freightliners
66009, 66011, 66730, 66169 Intermodal
66713, 66546, 66740, 66557 Coal
66035 Gypsum
66132, 66076 Stone
66191 Sand
66520 Binliner

Nov 17

67016 Thunderbird
57302 Wabtec
66143, 66003, 66152, 66733 Intermodal
66171, 66200 Rails
66501, 66571, 66563 Freightliners
66188, 66710, 66727, 66953 Coal
66010 Sand
66198 Gypsum
66132, 66170 Stone

Nov 24

67002 Thunderbird
66130, 66186, 66740 Intermodal
66622 Limestone
66530, 66727, 66077, 66559 Coal
66562, 66501, 66572 Freightliners
66183 Gypsum
66082 Rails
66161 Stone
60163 Tornado Kings Cross – York

Dec 1

67002 Thunderbird
66087, 66727, 57007 Light engines
66713, 66519, 66507, 66083, 66172, 66066, 66708 Coal
60049 Rails
66058, 66054, 66125, 66726 Intermodal
66590, 66567, 66569 Freightliners
66020 Gypsum
66193 Limestone
66015 Stone
66238 Sand
66191 Engineers
91102 named City of York at York this morning
43272 re-engined ex 43072

321355 ex Wabtec to Ilford

Dec 7

66535 on container train
66703 and 667111 on coal train
08669 shunting
66040 and 66721 light engines
66585 in yard
08853, 67020 and 91117 in sidings near station

Dec 8

67020 Thunderbird
31465 Track recording train
66507, 66617, 66619 convoy to Midland Road
66520, 66544, 66512 convoy from Midland Road
66207, 66238, 66213 Intermodal
66134 Rails
66954 Freightliner
20189, 20901 RHTT
66194 Stone
66167, 66182, 66514, 66193, 66708, 66711, 66721, 66726, 66736 Coal

Dec 15

67020 Thunderbird
66087, 66204, 66068, 66732 Intermodal
66703, 66050 Light engines
66548, 66705, 66722, 66122 Coal
66083 Rails
66053, 66564 Freightliners
66010 RHTT
66025 Gypsum
66848 Engineers
66154 Limestone
60007 Stone
4492 + 44786 + 47760 Norwich - York excursion
320304, 466011, 466013 Wabtec
321356 West Yard

Dec 22

67021 Thunderbird
66137, 66130, 66118, 66722 Intermodal
66131 Light engine
66715, 66416, 66511, 66529, 66719, 66738, 66557, 66138, 66703 Coal
66565, 66566 Freightliners
37601 with Anglia coach 10214
66010 Rails
66121 Stone
66139 Sand
47237 in Wabtec
180103 in West Yard

Jan 4

66060 and 66592 on container trains
66160, 6530, 66708, 66713 and 66728 on coal trains
08669 shunting
66150 and 66952 in yards
66004 and 66093 in depot
20901, 20905 and 67020 in sidings near station

Jan 5

67020 Thunderbird
20901, 20905 Standing in West Yard
67019/67025 Track recording train
66221 Gypsum
66143 Light engine
66542, 66566 Freightliners
66150, 66712 Intermodal

Jan 5

66065 Stone
66552, 66413, 66708, 66717, 66741, 66746 Coal
66021 Rails

Jan 12

67019 Thunderbird
66018, 66079, 66182, 66745, 66142 Intermodal
66556, 66955 Freightliners
66596, 66713, 66703, 66183, 66728, 66585 Coal
66168, 60074 Rails
66010, 66001, 66100 Light engines
66025, 66080 Stone

Jan 19

67019 Thunderbird
66522, 66130, 66703, 66713, 66716, 66718, 66723, 66745 Coal
66150, 66102, 66701, 66057 Inter modal
66602, 66514, 66071, 66194 Light engines
66140 Rails
66571, 66543 Freightliners
66715 Gypsum
60007, 66121 Stone
466008, 466019 in Wabtec

Jan 26

67016 Thunderbird
47501 West Yard
47601 Wabtec
66177, 66117, 66135, 66707 Intermodal
66541, 66570 Freightliners
60007, 60199 Stone
66119 Rails
66506, 66138, 66713, 66733, 66712, 66118, 66723, 66703, 66704, 66530, 66526 Coal

Feb 2

67019 Thunderbird
66102, 66232, 66027, 66731 Intermodal
66569, 6555, 66536 Freightliners
20901, 20905 West Yard
66707, 66713, 66712, 66116, 66520, 66133, 66510 Coal
66238, 66005 Light engines
66115 Gypsum
66140 Limestone
66118 Sand

Feb 9

67019 Thunderbird
66414, 66955 Freightliners

66171 Rails
66097, 99054, 66093, 66701 Intermodal
66061 Gypsum
66160 Limestone empties
66206, 66221, 66419, 66585, 66712, 66713, 66714, 66720, 66740, 66744, 66951 Coal

Feb 16

67021 Thunderbird
20901, 20905 West Yard
66176, 66177, 66199, 66744 Intermodal
66537, 66593 Freightliners
66186 Gypsum
66122 empty limestone
66523, 66525, 66560, 66110, 66039, 66701, 66705, 66709, 66713, 66721, 66736 Coal
66151 Rails

Recent sightings on the Gainsborough – Barnetby line have been:

Dec 2 66183 and 66727 on coal trains
Dec 3 66133 and 66727 on coal trains
Dec 5 66703 on coal train
Dec 6 66716 on coal train
Dec 9 60024 on oil train, 66137 on coal train
Dec 10 66137, 66188, 66711 and 66736 on coal trains
Dec 12 66046, 66125 and 66548 on coal trains
Dec 14 66013, 66125 and 66703 on coal trains
Dec 16 66013, 66046, 66703 and 66722 on coal trains, 66706 on goods trains
Dec 17 66050 on steel train, 66708 on goods train
Dec 19 66003, 66090 and 66703 on coal trains
Dec 20 66703 on coal train, 66120 light engine
Dec 21 66090 on coal train, 66738 on goods train
Dec 23 66014 on coal train
Dec 24 66023, 66090 and 66133 on coal trains
Dec 27 66023, 66090 and 66119 on coal train
Dec 30 66119 and 66207 on coal trains, 66703 on goods train
Dec 31 66529 on coal train
Jan 2 66025 and 66207 on coal trains
Jan 3 66128, 66537 and 66708 on coal trains
Jan 4 66717 on coal train
Jan 6 66025, 66119, 66128 and 66207 on coal trains, 66741 on goods train
Jan 7 66078 and 66119 on coal trains
Jan 8 66176 and 66531 on coal trains
Jan 9 66078, 66119 and 66198 on coal trains, 66707 on goods train
Jan 10 66075, 66078, 66119, 66128 and 66207 on coal trains
Jan 12 66075, 66194 and 66207 on coal trains
Jan 14 66119, 66128 and 66194 on coal trains
Jan 15 66004 on p.w. train, 66512 on coal train, 66171 light engine
Jan 16 66077, 66142, 66194 and 66713 on coal trains
Jan 22 66137 on coal train, 66194 light engine
Jan 23 66119, 66153 and 66712 on coal trains
Jan 24 66128, 66131, 66133 and 66198 on coal trains
Jan 26 66733 on coal train
Jan 27 66128 and 66198 on coal trains
Jan 28 66131, 66133, 66198 and 66585 on coal trains, 66713 on goods train
Jan 29 66066 and 66160 on coal train, 66130 on goods train
Jan 30 66116, 66128, 66133 and 66713 on coal trains
Jan 31 66068, 66158 and 66713 on coal trains, 66707 on goods train
Feb 1 66096, 66122, 66158 and 66737 on coal trains
Feb 2 66096, 66713 and 66737 on coal trains

Feb 3 66122, 66158 and 66713 on coal trains
Feb 5 66111 on goods train, 66186 on coal train, 66025+66155 light engine
Feb 7 66124, 66714 and 66727 on coal trains

Recent sightings at Peterborough have been:

Nov 11 20302, 20305, 66703, 66715 and 66739
Nov 14 20302, 20305, 66712, 66715 and 66733
Jan 24 66014, 66703, 66707, 66732 and 66733
Feb 3 66085, 66184, 66071, 66566, 66740, 66743, 66744 and 66722
Feb 12 66010, 66720, 66711, 66744, 66743, 66702, 66704 and 66718

Other recent sightings have been:

Dec 1 66021 with 30 MT tanks on the MML
Dec 7 66207 on container train at Retford
Dec 24 70005/014-016, 66610/616/506 at Midland Road, 66956/567/572/538 at Leeds F.L.T.
Jan 4 66539 on container train at Retford
Jan 5 66848 on Wolsingham - Ratcliffe PS at Swinton
Jan 11 66587 on container train and 66741 on coal train at Retford, 66128, 66194 and 66207 on coal trains at Worksop 66025 on coal train at Sheffield
Jan 18 66119 and 66194 on coal trains at Worksop, 66130 and 66160 on coal trains and 66541 on container train at Retford

Class 67 locos used on recent scheduled East Coast weekend drags have been:

2011

Oct 22 67025 (1D15, 1A40), 67022 (1A31, 1D21), 67001 (1N27), 67026 (1A43, 1D29) and 67019 (1E21)
Oct 23 67026 (1A15) and 67022 (1A19)
Oct 29 67019 (1D15, 1A40, 1D28), 67001 (1A31,1D21, 1A49) and 67026 (1D17, 1A43, 1D29)
Oct 30 67026 (1A15) and 67016 (1A19)
Nov 5 67003 (1D15, 1D29), 67026 (1A31, 1D21,1A49), 67022 (1D17, 1A43) and 67021(1A40, 1D28, 1N33)
Nov 6 67021 (1A19), 1A15 was cancelled
Nov 12 67001 (1D15, 1A40, 1D28), 67021 (1A31,1D21, 1A49) and 67020 (1D17, 1A43, 1D29)
Nov 13 67020 (1A15) and 67001 (1A19)
Nov 19 67001 (1D15, 1A40, 1D28), 67020 (1A31,1D21, 1A49) and 67016 (1D17, 1A43, 1D29)
Nov 20 67016 (1A15) and 67026 (1A19)

2012

Jan 15 67026 (1D13, 1A43)

Western Region

Locos noted at Paddington on 11 February were 57602 arrived on the overnight sleeper train from Penzance and 08483 for the empty stock working (usually a Class 57 working).

On the same day at Merehead were 59104, 59002 and 08643 and at Westbury were 59202, 66021, 59101, 66523, 66098, 66049, 66547 and 66039.

Midland Region

Locos seen at Crew on 30 October were 37609, 66414, 66417, 66420, 66419, 70006 and 47843.

Locos noted at Bescot on 16 December were 66141, 66031, 66055, 66117, 66130, 66121, 66016, 66585, 08428, 66091 and 66142.

Locos seen at Crewe on 17 December were 86612/632/637, 70003/005/006/011, 90041/045/047, 66221/537/543/550 and 57003.

Locos noted in the Washwood Heath area on 18 December were 66412, 66516, 66589, 66593 and 66534.

On the same day at Burton were 20903, 20904, 47744 and 56301 and at Warrington were 66110, 66120, 66075, 66066, 66086, 31601, 60039, 66525 and 08679.

Locos seen at Tamworth on 13 January were 60007, 66529, 66126, 66541, 70007, 60091, 66535 and 92015. On the same day 08943 was at the Bombardier Depot in Burton.

Locos noted in the Washwood Heath area on 15 January were 66570, 66584, 66592, 66557 and 66517.

Locos seen at Derby Research Centre on 28 January were 97301/302, 31452/459, 37518/194/218/602/609/612 and 73138.

Freightliner 90046 caused major disruption on the WCML when it derailed in the early hours of Friday 5 February crossing from the slow to fast line at Bletchley blocking all four lines and damaging the overhead wires. The loco was on a Crewe / Wembley light engine move to work the Virgin FO "Pretendolino" diagram. As a result the southbound Lowland sleeper terminated at Crewe with 90036 and the Highland sleeper terminated at Preston behind 90021. A severely limited service was introduced mid-afternoon but a full service was not restored until the following Monday morning.

Better luck for Class 90 fans the following Friday when 90048 did a full day on the Euston / Birmingham New Street service before taking up the normal 1K39 Euston / Crewe evening working.

Railtours and Charter Trains

Locos seen near Lincoln for the Christmas Market were:

Dec 2 (Linlithgow – Lincoln) 55022 Royal Scots Grey

Dec 3 (Kings Cross – Lincoln) 70013 Oliver Cromwell replacing 4492 (Eastleigh – Cleethorpes) 67025 and 67005 (replaced by 67022 for return journey after failing)

Locos seen on railtours and charters have been:

Dec 10 (Bridlington – Edinburgh) 47851 and 47786

Dec 17 ("The Festive Jingle Jangle") 60098, 92037, 60011, 31601 and 66206

Jan 14 ("The Abercot Generator") 66002

Jan 21 ("The Concrete Cow") 66213 and 66085

Jan 28 ("The Concrete Cow Repeat") 66200 and 66213

Feb 11 ("The Angel of Bedlam") 59204 and 59001

Preserved Railways

Locos working at the Great Central Railway Winter Steam Gala on 28 January were 30053, 46521, 70013, 4953, 78019, 47406, 1744, 30777, 63601 and 48624.

Railway Magazines

The following editions of *Railway Magazine* have been donated to the Society by Steve Payne. They are available, for a small donation to the Society, from Robin Skinner.

1943 March/April Quite good

1948 May/June Good

1950 February Fair

1963 February Quite good

Modern Layout

1965 January

1968 Mar - Aug & Nov Dec

1969 Jan, Mar, May, June & Sept - November (7)

1970 June

1972 November

1975 Jan, March & Jun - Sept

1976 February

1977 Oct - Dec

1978 March & May - December

1992 Aug, Sept, Nov & Dec

1993 10 - Aug & Sept missing

1994 Jan - Jun & Sept - Dec

1995 12 months!!

1996 12 months!!

1997 11 - July missing

1998 10-Jul & Nov missing

1999 11 - Feb missing

2000 11 - Jun missing

2001 12 months!!
2002 11 - March missing
2003 12 months!!
2004 10 - Jan & Mar missing
2005 11 - Dec missing
2006 Dec only
2007 11 - Nov missing
2008 10- Sept & Nov missing
2009 Jan, Feb, May, Jun & Sept

Pennine Quiz No. 147

Who Am I

Compiled by Ian Shenton

From the following clues find the BR Numbers and Names of the ex LNER STEAM LOCOS.

- 1 I was born 30th September 1832 died 14 November 1914, nickname Bobs, associated with the National Small-bore Rifle Association.
- 2 I was MP for Brigg Lincolnshire for 22 years also former mayor of Scunthorpe.
- 3 I won the Epsom Derby and the St James Palace Stakes and my owner was Henry Chaplin.
- 4 Our original ground was Feethams and our nickname is The Quakers.
- 5 The Queens cousin lived here until his death in 2011, the television series Emmerdale is filmed in the grounds.
- 6 Epsom Derby and St Leger winner, also pop singer born in Maryhill Glasgow, had a No 1 hit with Universal Soldier.
- 7 Chase foxes founded in 1725 at Cheshunt.
- 8 Former pupils here are cricketer Norman Yardley and TV presenter Harry Gration.
- 9 Friend of King Arthur and BBC television program autumn 2011.
- 10 Two of my famous battles were Vimy Ridge and Cambri both in the First World War.
- 11 The Pilgrim Fathers set sail from here in 1608, and was also submarine base during the First World War.
- 12 A character from an 1819 novel by Sir Walter Scott, also statue on the Scott monument.
- 13 Formed in 1919 David Peace wrote a book about one of my managers, and Michael Sheene starred in the film.
- 14 My coat of arms contains a Gold apple tree, my highest point is Helvellyn.
- 15 I was founded in 1696 at Tooley Park by Thomas Boothby; three naval warships have carried the same name.
- 16 I have a station, a viaduct with 21 arches, and a monument to Bonnie Prince Charlie.
- 17 My first business was a drapers shop, I then went into ship building in Hartlepool, became High Sheriff of County Durham in 1892.
- 18 I was MP for Ashford Kent 1918 to 1929 and Lord Lieutenant of Selkirkshire 1948 to 1958.
- 19 I was built in 1611 by Robert Cecil First Earl of Salisbury, location for Batman and Batman Returns films.
- 20 A market town in Yorkshire, links to coal mining, engineering, sweets and tractors.
- 21 My Latin name is Falco Tinnunculus and sometimes known as windhover.
- 22 I am a nickname of a Scottish city with volcanic mounds near by.
- 23 Large antelope of Africa short name of wildebeest.
- 24 I transported the English separatists across the Atlantic Ocean in 1620.
- 25 I was born in Germany on 26/8/1819 and died on 14/12/1861, my wife died on 22/01/1901.

Pennine Quiz No. 146

The Answers

- 1 D600 Active and D602 Bulldog (see below)
- 2 D600 series – 5 locos, D800 series – 3 locos, D6300 series – 6 locos
- 3 Despatch
- 4 D800 Sir Brian Robertson and D863 Warrior

- 5 D800 Sir Brian Robertson in October 1968
- 6 D830 Majestic – entered service January 1961
- 7 Laira – 0F77 meant ‘light engine to Laira’
- 8 Class 37 D6819
- 9 D1015 Western Champion
- 10 D1005 Western Venturer
- 11 D1007 Western Talisman
- 12 Ranelagh Bridge
- 13 D1010 Western Campaigner
- 14 Whiteball Tunnel
- 15 D1004 Western Crusader, D1036 Western Emperor and D1037 Western Empress
- 16 5
- 17 D1029 Western Legionnaire had previously carried ‘Western Legionnaire’ nameplate
- 18 D1731 (47550) delivered to British Railways in June 1964
- 19 D1961 (47515) completed in May 1968
- 20 2650 b.h.p.
- 21 D1733 (47141/47614)
- 22 Great Britain
- 23 47062 - the loco concerned was converted to electric train heating immediately prior to its renumbering to TOPS
- 24 13.30 Liverpool Street - Norwich
- 25 08.50 York - Kings Cross
- 26 Oval
- 27 Rectangular
- 28 D1921 - D1926 (47244 - 47249) allocated to Eastleigh
- 29 Stratford’s ‘Cockney Sparrow’
- 30 47573 ‘The London Standard’ received its name on 9 June 1986 in a naming ceremony at Liverpool Street station

Pennine Quiz No. 146

The Winners

1st Ian Shenton

2nd Malcolm Bell

3rd Ken King

There was a typing error in question 1 (it should have read D600 not D800), so I have ignored all the answers to that question.

Congratulations to all the winners.

Pennine Meetings 2012

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

Wednesday 7th March 2012 Ian Waller

Wednesday 21st March 2012 Ken Grainger 'Sheffield Victoria and Great Central War Memorial'

Wednesday 4th April 2012 Keith Glossop

Wednesday 18th April 2012 Andrew Watts

Wednesday 2nd May 2012 **THE ANDY DALBY MEMORIAL SLIDE COMPETITION**

Wednesday 16th May 2012	Chris Nicholson
Wednesday 6th June 2012	Member's slides taken during the reign of Queen Elizabeth II
Wednesday 20th June 2012	John Foreman 'Travels home and Abroad'
Wednesday 4th July 2012	Berni McDonough
Wednesday 18th July 2012	Chris Theaker

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Next Issue

The Summer 2012 Issue of Trans Pennine is due for publication on 20th June would contributors please let the coordinator have their information by no later than Wednesday 23rd May - THANK YOU. If you can, please email your contributions today@whitlam145.freemove.co.uk.

Locos, locos, locos!

Peter Kelly looks back on those happy train-spotting days of the 1950's

When I was a lad one of the most enjoyable activities for young boys during school holidays and at weekends was standing beside a railway line, or running up and down a busy station platform, scribbling down the names and numbers of each passing steam engine in a small notebook, more often than not a tuppenny 'Silvine'.

After returning home broke and smutty-faced, they'd look up the numbers in their precious Ian Allan ABCs and then 'transfer' each 'cop' (engine that hadn't been spotted before) by carefully underlining it in coloured ink, with their rulers turned upside-down, of course, to avoid any blots.

I kept a small bottle of red Quink ink specifically for this purpose, but other spotters chose black, blue or green, some of them even reverting to the ballpoints, which, if used for homework in those days, would have invoked a couple of order marks at best or a detention at worst.

Living in Lancashire, and with British Railways just four or five years old after the railway nationalisation of 1948, I was in the middle of the London Midland Region, so it was the maroon-fronted ABC that contained the numbers and details of most of the locomotives that passed by.

One warm summer's evening I was sitting on Padgate Station, in my home town of Warrington, (which tens of thousands of RAF recruits called up for National Service will remember with very mixed feelings!) when a little engine with a 'flowerpot' chimney, which even then looked as if it had come straight out of the history books, ambled through on a short goods train.

I faithfully wrote down the number, which began with a six, but when I got home I discovered to my surprise that it wasn't even listed in my beloved ABC.

Many months went by before I finally learned that it had been a J10 class engine built for the old Great Central Railway and dating from the turn of the century. In the early 1920s the GCR had become part of the LNER in the famous railway grouping into the 'big four', so instead of being listed in the London Midland ABC it was in the Eastern & North Eastern Regions edition!

Padgate Station happened to be on the old Cheshire Lines system, over which both LMS and LNER locomotives ran, so before long I owned a second ABC, this time with a blue cover. Then, when I started

cycling to Chester (a 28-mile round trip) at the age of ten I realised that the glorious ‘Castle’, ‘Hall’, ‘Manor’, ‘Grange’ and ‘County’ locomotives of the old Great Western Railway shared Chester Station with the London Midland while traversing the old GWR route between Paddington and Birkenhead, so yet another ABC, this time with a brown cover, had to be saved up for!

Some people would say: “Have you got nothing better to do than stand beside railway lines all day?” but actually you could learn quite a lot from train-spotting, not just the histories of the engines themselves, their builders and their achievements, but also the meanings behind their names.

The ‘Jubilee’ class listed every country in the British Empire, from Australia to Zanzibar and from the Leeward Islands to Southern Rhodesia, not to mention the names of historic naval commanders from *Lord Rutherford of Nelson* to *Howard of Effingham*.

The ‘Kings’ were named after every great British king in history, and the ‘Castles’ brought vivid imaginings of picturesque castles dotted all over the Western Region.

The ‘Royal Scot’ locomotives were named after virtually every regiment in the British Army, from *Black Watch* and *South Wales Borderer* to *Coldstream Guardsman* and *The Green Howards* - not forgetting, of course, *The Royal Air Force*, *The Girl Guide*, *The Boy Scout* and *British Legion*.

More royalty came with the Princess Royal and Princess Coronation Pacifics, from *Princess Margaret Rose* and *Princess Helena Victoria* to *Princess Alice* and *Queen Mary*.

It was one of these mighty engines that helped forge my early writing skills, for after actually being told by our English master, Mr Percival, to write about something interesting and exciting, I went to Warrington Bank Quay Station on a dull and rainy day and witnessed the southbound uphill departure, with a 16-coach load, of a grimy Princess Royal locomotive, No. 46211 *Queen Maud*.

Somehow, the emotions generated by this huge engine as it got underway, volcanic exhausts rising from its chimney as its driver fought wheelslip on the greasy rails with well over 500 tons in tow, resulted in my essay being read out in class a few days later.

I wasn’t there to witness it, having played truant for a couple of hours by proffering a well-forged ‘dental appointment’ letter in order to avoid the following chemistry lesson. Served me right, then, didn’t it?

Unlike many of my contemporaries, I never joined the Ian Allan Locomotives’ Club that was in vogue at the time, mainly because my parents couldn’t afford the train fares that would have been involved.

These clubs had branches in most towns and cities, and guides approved by the Ian Allan organisation would organise trips to locomotive works and depots where literally hundreds of ‘cops’ lay in wait for their numbers to be jotted down with glee.

One of the London-based loco-spotters’ guides was Jim Wyndham, a great character who lived in Braintree, Essex, and who must have taken thousands of black and white railway photographs in his time. In the 1950s he even launched a well-read publication called *Every Spotter’s Weekly & Transport Enthusiast’s News*, which, although mostly about trains, also had sections about buses and aircraft.

Registered with the GPO as a newspaper, the black and white 12-page publication cost sixpence and covered unusual spottings, new engine builds, scrappings and movements from shed to shed, along with features about ‘namers’ (those engines that carried nameplates as well as numbers), aircraft, buses, trams and trolleybuses.

Sadly, Jim is no longer with us, but when I last met him well over a decade ago, he passed on several photographs, including one he took during a loco spotting trip he organised to London’s huge Stratford Locomotive Depot on May 20 1950. It shows a large group of spotters, several wearing the school uniform and caps, which might have been the only real clothes they owned back in those days, standing in front of a former Great Eastern locomotive, J92 crane tank No.68668. Is it just possible that some of the boys in Jim Wyndham’s photo are still with us and are reading *Best of British* today?

Jim's loco shed visits took him right up close to the mighty express passenger locomotives that so many of us still remember with awe, and one of my favourites is his shot from October 8th 1961, from a somewhat scratched negative, of A1 Pacific No. 60136 *Alcazar* at King's Cross Motive Power Depot.

Another in a similar vein shows former Great Western 'King' 4-6-0 No. 6016 *King Edward V* in the works yard at Swindon in 1960, and during a visit to London's Camden Depot in June, 1957, it was a beautiful 'Princess Coronation' Pacific, No. 46254 *City of Stoke-on Trent*, that caught his eye.

One of the best 'spotting' stations in Britain was York, where the main line between King's Cross and Edinburgh crossed the line branching off to Malton, Pickering and Scarborough, and Jim captured the layout well as one of the then-ubiquitous B16 mixed traffic 4-6-0 locomotives crossed southbound with a newspaper train on July 25th, 1955.

Always with an eye for the unusual, on April 17th, 1954, he captured one of the giant ex LMS Beyer-Garratt 2-6-6-2 heavy freight locomotives, No. 47976, whose revolving coal bunker must have made life a little easier for the hard-pressed fireman.

Jim never forgot his lineside roots, though, and he recaptured some of that magic in a photo of two spotters noting the passage of A3 Pacific No. 60055 *Woolwinder* passing Potter's Bar on February 28 1959.

This article is reproduced from the September 2010 issue of *Best of British*, a monthly magazine available from newsagents and on subscription. Please visit www.bestofbritishmag.co.uk or call 01778 342814 for further information.

Photo - 67021 at Newark Northgate on 12 November 2011, waiting to work the 13.05 Leeds to Kings Cross (1A31) diverted via Lincoln (taken by David Whitlam)

