

TRANS PENNINE

The Magazine of the Pennine Railway Society



40th Anniversary Year

1974 - 2014

Spring 2014

Photos

The photo taken by Geoff Griffiths, was second in the inaugural Digital Image Competition held on 18th December 2013. It shows Warship D821 'Greyhound' climbing past Thomason Foss on the NYMR on 14th September 2013 with the 14.28 Grosmont to Pickering service.

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Photos by John Wade

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Photos by Steve Payne

Committee Briefs

Membership Renewal

We would like to thank all those members who have renewed their subscription for 2014. 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 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.

Annual General Meeting

This year's AGM was held at The Salutation in Doncaster on 12 January, attended by 17 members (apologies for non-attendance by Committee Members Robin Havenhand and Tony Booth).

Key points from the meeting where:

Chairman's Report / Meetings Report

Robin welcomed all to the AGM. He referred to a successful 2013 which included a visit to Barrow Hill and the Doncaster "Tower" museum of railwayana, and well-attended fortnightly social evenings. The purchase of a digital projector enabled us to hold our first Digital Image evening on 21 August and culminating in the inaugural Digital Image competition on 18 December. He thanked Linda and David Bladen for their hard work in ensuring this move forward for the Society into the Digital era. 2014 would see the 40th Anniversary of the Society and possible ways of celebrating this would be discussed at the Open Forum. He announced that Robin Havenhand had expressed a wish to stand down from the Committee in 2014. He would write to Robin to thank him for his work whilst on the Committee. The Committee proposed that his position be not filled but that David and Linda Bladen take over his role as keeper of equipment for our social evenings. Robin Havenhand had agreed to be "on standby" if needed on occasions. The programme of social evenings for 2014 was almost finalised. These would also continue to be advertised in Railway Magazine. It was also proposed to visit the Tower on 16 April (6pm) and Barrow Hill on 25 June 2014 (7pm).

Magazine Coordinator's Report

David thanked those who had submitted items for inclusion in 2013 editions of Trans Pennine. He asked that those who sent him submissions by post to send to him well in advance of his closing date for contributions.

Membership Report

Tony Caddick reported that membership remained at around the 80 mark. He thanked those who had already rejoined for 2014 and that new members were always welcomed.

Treasurer's Report

John presented a statement of the Society Accounts for 2013 which showed a surplus balance of £617.52. This was after the purchase of a digital projector, new screen and a new Pennine Shield for the annual quiz competition. He particularly thanked those who had donated to the cost of purchase of the digital projector which covered almost 50% of the price.

He also thanked those who had supported the Society by taking part in raffles at Social Evenings and to Geoff Bambrough, Neil Taylor and Phil Lewis for organising the raffles.

Special Projects Officers' Report

David Bladen reported on our new digital projector (NEC model) with a long lamp life and 6 month on-site warranty, with a potential of 300 shows. He said that for digital image presentations a laptop would be available if required by presenters. He did ask, however, that such presentations end by 10pm to allow the projector lamp to cool down before transportation. The digital image night and digital image competition had been well received, with a total of 80 images submitted for the competition.

Website Report

Robin reported that Tony Booth would continue to update the Society website which would refer to the availability of our digital projector.

The Committee 2014

With the exception of Robin Havenhand, the Committee was re-elected en-bloc for 2014. Robin would not be replaced but his role of keeper of equipment for social evenings taken over by David and Linda.

Open Forum

Key points of the Open Forum were;

- 2014 celebrations of our 40th anniversary
 - the social evening on 19 November to include members' slides taken with the Pennine 1974-2014 (the older the better!) - a traditional "eevilities night"
 - potential Sunday lunch on a preserved railway in September / October – possibly Peak Rail or KWVR (Linda Bladen to make further enquiries)

- a 40th anniversary edition of Trans Pennine in Autumn 2014
- 2014 meetings
 - to be one slide competition (the Andy Dalby Memorial Trophy), on 7 May, with 3 prizes and to be judged by the audience. Five slides per entrant. This would incorporate the Pennine Slide Competition.
 - to be a Digital Image Competition on 17 December with 3 prizes and to be judged by the audience. Five images per entrant, along with a digital image members' evening on 20 August.
 - should the Salutation be unavailable for a meeting, the stand-by venue would continue to be The railway.

President's Address

Geoff thanked all those who had made 2013 such a success and looked forward to the 40th Anniversary of the Society in 2014, a considerable achievement for any society. He particularly looked forward to our new digital age, with equipment available at social evenings for all presenters.

Pennine Shield

Congratulations to The Great Pretenders on winning the 2013 Pennine Shield. The three teams entering were the Pennine (57 points), Dore Loco Group (58 points) and Great Pretenders (Pennine "Seconds"! (68 points). Thanks to Robin for his organising of the event again and setting home round questions.

Digital Image Competition

On Wednesday 18th December 2013 the Society held the first competition for member's digital images. 16 members entered 5 images each so we had 80 images in all. The images were judged by the members on the night who scored their top 5 images. After all the scores were added together, it was congratulations to Geoff Griffiths who won first, second and third places so took home a haul of trophies for his mantelpiece. Steve Philpott was fourth and Rhys Jones fifth. The winning image was that of Great Western Prairie Tank No 5164 at Foley Park on the Severn Valley Railway. The image was taken on 19th April 2013. Everyone who attended agreed that the competition and the whole evening had been a success and that the quality of the images entered was excellent.

More Stations

New stations are to be built at Kenilworth, Lea Bridge (east London), Pye Corner (Newport), Ilkeston (Erewash Valley) and Newcourt (Exmouth branch).

Visit to Barrow Hill

We will be having another visit to Barrow Hill on Wednesday 25 June (7pm). It is a private visit so an excellent opportunity for "photos". Please let Robin Skinner know if you would like to come. Cost around £7 which includes a donation to Barrow Hill Engine Shed Fund.

All Aboard the Bugatti

One of the world's first high-speed railway systems was France's Wagon Rapide, on which a world record speed of 122mph was reached in 1934. Railcars were powered by Bugatti Royale petrol engines, also used in Bugatti motor cars. From 1933-38 the Bugatti factory built and maintained over 100 railway units. Bugatti vehicles were in service until 1958. Nigel Gresley brought in the Bugatti family to help design the streamlined framework for the A4 Pacifics.

Eurostars to Amsterdam

In partnership with Dutch railways, Eurostar is planning to run twice daily services to Amsterdam from December 2016, with journey times of around 4 hours, running via Brussels then calling at Antwerp, Rotterdam, Schipol Airport and Amsterdam Centraal. Trains will be new e320s built by Siemens, 400 metres long, top speed 320Km/h, and seating 890, with traction motors distributed along each train replacing power cars at either end.

European Rail Timetable

The European Rail Timetable, recently axed by Thomas Cook is likely to be relaunched by a new company in Spring 2014. Oh for a Bradshaw's Guide last published in 1961, whose 1913 edition, is used in Michael Portillo's BBC programme celebrating European rail journeys.

Station for Sale – Yours for £420K

The closed Grade II listed Norham station is up for sale. The station master's house is the living accommodation, with 3 acres of land, the original signal box, ticket office, waiting room and platform. The previous owner turned this into a museum, having bought it for £800 in 1970. The station is on the North East Railway Line that ran from Tweedmouth to Sprouston Jcn, Kelso.

Electrification Progress

Whilst electric trains are now running between Manchester and Glasgow, it has been announced that the Bolton – Wigan line will be electrified by 2017.

Todmorden Reinstatement

Todmorden West Curve is being reinstated to allow trains from Manchester to use a more direct route to Burney via Smithy Bridge. When completed Manchester Victoria – Rochdale services will be extended to Todmorden (from February 2014) and to Burney and Blackburn from December 2014 when rolling stock becomes available.

Metrolink Expansion in City Centre

A second Metrolink route through Manchester city centre is to be built, through St Peter's Square, along Princess Street, Cross Street and Corporation Street, rejoining the existing line outside Victoria station.

Crossrail Progress

The Crossrail tunnel connecting Royal Oak and Farringdon has been completed. Farringdon interchange will become one of Britain's busiest stations in 2017/18 with 140 trains per hour.

Midland Main Line Speed Up

The MML now has 125mph running on 51Km northbound and 39Km southbound tracks. However, at St Pancras xx.26 trains to Sheffield and xx.29 services to Nottingham will now depart from the same platform due to platform intensity (can see passenger confusion here!). At Sheffield, to keep platforms clear, empty trains will go to Woodburn sidings at Beighton before re-entering service. The MML also has the most severe permanent speed restriction on an InterCity route south of Hadrian's Wall (60mph at Market Harborough).

Brussels Airport

Brussels Airport is now connected to the high speed network by a link with the east-bound Brussels – Leuven line and the new Brussels – Antwerp line via triangular junctions. Rail passengers to Brussels Airport pay a premium on their fare.

Eurostar Success

Eurostar has carried 10m passengers in a year for the first time. Since services began on 14 November 1994, over 140m passengers have been carried. The timetable is expanding; in addition to launching a winter ski service to the Swiss Alps, its Route du Soliel service to Provence, trialled in 2013, will be launched permanently in 2015.

Chase Line Electrification

Work has begun to electrify the Chase Line between Walsall and Rugeley, reopened to passengers in the late 1980s.

Virgin Improvements

Virgin Trains now operates an hourly service between Scotland and London, by combining the Glasgow / Edinburgh - Birmingham train and it's Wolverhampton - London trains. Nine or eleven coach Pendolinos will be used, replacing some Voyagers.

Folkestone Harbour

Network Rail is seeking to discontinue maintenance of the Folkestone Harbour branch, last used by National Rail services in 2001.

Euronews

A new high speed line has opened between Paris and Barcelona, using French TGV Duplex sets and modernised Spanish AVE S100 trains.

Metrolink Plans

Manchester Metrolink has plans to run to Trafford Centre, with an extension from Pomona. Another 10 Bombardier Flexity trams are to be built, taking fleet size to 104.

Bombacheer

Bombardier has been awarded the contract to build 65 trains for London's Crossrail, linking Maidenhead, Heathrow, the City and Essex at its Derby factory. Each train will be 20m long and carry up to 1500 passengers. Due for completion in 2018, at peak times up to 24 trains per hour will run between Paddington and Whitechapel. Trains will be based at a new station at Old Oak Common.

Rebuilt Class 321 Trialled

Modernised Class 321 No 321448 is being trialled on the Great Eastern section of Greater Anglia. If successful, other units may be refurbished and cascaded to newly-electrified lines in the north of England.

Dawlish Disaster

Storms have caused the closure of the GWR line between Exeter and Plymouth after the collapse of the sea wall at Dawlish. Mid-April is the latest date given for re-opening. FGW has withdrawn discounted advance tickets for services west of Exeter as it cannot guarantee its train plan. Debate has reopened to review alternative inland routes to avoid Dawlish and Teignmouth by reviving closed Southern Railway lines. Closure dampened Network Rail's proposal to ease West Country travel to Heathrow by building a new connection, thus avoiding travel into Paddington.

Eurostar Velaro

The first Velaro has arrived at Temple Mills depot for tests. Eurostar is 20 years old in November, when the new trains might be launched.

WCML Blockade Eased

Network Rail has abandoned plans to close the WCML at Watford for 16 days continuously in August and nine further days in February 2015. Work will now be done over a series of weekends.

ECML Franchise

Contenders for the ECML franchise, from early 2015, are FirstGroup, Keolis / Eurostar and Stagecoach / Virgin Trains.

End of Nottingham Clippies

Nottingham Express Transit is to withdraw conductors from its trams, replaces by platform ticket machines (to increase revenue??).

Foreign Correspondents

Our Egyptian correspondent, Steve Payne, tells us of imported American built diesels known as "Obamas" by local railwaymen. Pennine's veteran Turkish correspondent, Saleem Collins, reminds us that Stanier 8F 2-8-0s delivered during World War II to Turkish State Railways were known as "Churchills".

Light Rail News

As usual the winter months have been quiet in Blackpool although the new LRV service has been disrupted a few times due to storms battering the Fylde coast. The worst occasion was on Wednesday 12th January when 90mph winds saw the promenade closed to all traffic in the evening and all trams back in the depot by 8.30. Railcoach 680 purchased by the Heaton Park tramway in 2010 finally left its home depot since 1935 for the last time in December but instead of the short journey to Manchester the car is now on loan to the Beamish museum and has been the regular winter service car so far this year. A further positive development at Beamish has seen balloon car 703, on a 5 year loan and masquerading as Sunderland 101, purchased from its former owners the Lancastrian Transport Trust. Metrolink developments this year so far have seen the Oldham town centre loop opened on January 27th, this means the old railway alignment converted for temporary Metrolink use through the former Werneth and Mumps stations has now been abandoned. The final extension on this line from Rochdale station into the town centre is due to open in March. The final 3 original T68 trams, 1007/1016/1022 were finally withdrawn on Monday 10th

February. Apart from car 1011 which was scrapped at CF Booths last November most of the withdrawn cars are stored at Old Trafford depot but it is believed the scrapping of these historic cars, the first of the 2nd generation family of UK trams, will take place in the near future. The 2 newer T68A cars still in service, 2001/2003, are expected to survive a few more months to help out during the major engineering works now taken place at Victoria station. With only a single line in operation through the station and the tram stop closed it is expected the 2 trams will be used on the temporary Bury / Crumpsall shuttle service. The latest of the new M5000 trams to arrive is 3079 on 8th February.

Steam at Fryston Colliery

Paul Slater

Out for a drive during a mid-week day off from work in March 1982, I stopped to take photographs at New Fryston. I snapped Fryston signalbox and its bracket of semaphores on the line from Castleford as well as an NCB diesel shunter with Fryston colliery in the background. I was going back to my car when, to my amazement, I heard the sound of a steam locomotive hard at work. I had become familiar with steam on preserved railways and on main line specials and I knew that industrial steam had outlasted steam on BR, but it was years since I had seen a steam locomotive at work in a colliery. I managed to get a photo of a saddle tank passing the terraced houses of New Fryston with some wagons; the locomotive was not on the line from Castleford past the signalbox, but on another line at the back of the village, which I had not noticed. The "Austerity"-type saddle tank came to a halt, and stayed for a time shunting in some sidings between the colliery and the River Aire; I was able to approach closely enough to take another photo and some slides before continuing on my drive.

I was very surprised, and pleased, to see steam at Fryston colliery years after I thought NCB steam had finished, and I wondered whether I had seen a specially preserved locomotive. Some months later, in November 1982, out for another drive, I made a point of diverting to New Fryston on my way home. In fading light I photographed the colliery and an NCB diesel shunter, but there was no sign of a steam locomotive.

It was another twenty years before I read an explanation of what I had seen at Fryston colliery. According to a book entitled "Yorkshire's Last Days of Colliery Steam", the locomotive was Hunslet "Austerity" 0-60ST no. 3168, built in 1944. It had been in store at Allerton Bywater colliery since 1973 following an overhaul, but in June 1978 it was temporarily brought back into use to take part in a BBC film, "The Hill of Heaven". The engine went back into store, but in the autumn of 1981 it was brought back into use again at the request of the Hunslet Engine Company, who wished to conduct some experiments with the mechanical underfeed stoker using different grades of coal, the initial trials being undertaken at Allerton

Bywater. In order to conduct some more exhaustive tests over a longer running line, the engine was towed to Wheldale colliery in light steam by a BR diesel on 19 November 1981. Hunslet concluded their detailed work in early January 1982, but due to a spate of problems with the resident diesels at Wheldale, no. 3161 continued to be called upon from time to time during 1982, and it must have been on one of these occasions that I saw it working on the NCB line which linked Wheldale and Fryston collieries. The last day on which the engine worked was Friday 24 September 1982, so when I went to Fryston colliery in November of that year, steam was no longer to be seen. Photos of no. 3168 at work at Wheldale and Fryston collieries are on the front and back covers of the book.

Reading the colliery steam book made me wish to have another look at the photos and slides I had taken of the saddle tank at Fryston, but I could not find them. In January 2006 I made another trip to the area, and found that, as stated in the book, a pair of winding wheels embedded either side of the road served as a memorial to Wheldale colliery, along with a commemorative cross, while the site of Fryston colliery had been grassed over and many of the houses in New Fryston demolished; a winding wheel was the centrepiece of a playground on the new village green.

No. 3168 was moved to the Yorkshire Dales Railway, later known as the Embsay and Bolton Abbey Railway. I photographed it at Embsay in June 1987, now with a smart red livery, the number S.134 and the name "Wheldale". On my next visit to the line, in May 1989, I took several more photos of "Wheldale", which was one of two locomotives working passenger trains. My most recent visit to the line was in August 1995, when Chris and I travelled in a train hauled by "Wheldale".

I never found my slides of no. 3168 at Fryston, but eventually I came across the missing photos, and it was good to have another look at my pictures of vanished railwayana, collieries that have disappeared, and what seems to have been the very last example of working colliery steam in Yorkshire.

It Happened in 84

John Wade

Just coming up to 30 years ago, the miner's strike was in full swing, and yours truly was well immersed and preoccupied in recording shots of ex BR Locos in Industry before the opportunities were lost forever. Unfortunately for me neither the miners who were picketing, nor the police trying to keep the pickets in order were aware of my quest, but let me explain.....

After visiting all the collieries in Northumberland, Durham and Tyne and Wear in 1983 to photograph the locos there, I was more than aware that efforts were being made to close the pits. Dress it up however the politicians liked to do, the sad fact was that anyone touring these, could see quite clearly, the total lack of investment and interest

shown in keeping the pits producing, was none existent. Testament to this is the fact that of the 25 or so pits, NCB Workshops, coking plants etc, visited that week in 83, none of these now remain.

One fact now seemingly overlooked relating to the strike was the restrictions on travelling imposed by the government and enforced by the police. I for one was stopped travelling south on the M1 between Derby and Leicester, (I had a South Yorkshire Registered car), and after the police asked me the nature of my business, I replied in my usual South Yorkshire accent, I was promptly told to turn round and go home!

Other tactics were needed to get round this for my harmless, but to me vital quest. For local visits, (all South Yorkshire pits) I took to my trusty Honda 90, which I still have to this day. I went "undercover", as the numberplate wasn't so obvious, and let's face it who is going to start making trouble on a Honda 90? A visit to Cortonwood and Wath Main Collieries was deemed necessary. The logic of this was that Cortonwood was the very epicentre of the militant miners picketing and would no doubt, get served very quickly (in the Government's view) their "Just desserts" after the strike had ended. This proved to be right, but back to my story.

A short 5 mile motorbike ride saw me at Cortonwood village, riding down the High Street; I turned left into the pit entrance, giving the pickets stood outside their command post, a vigorous wave. I rode up the long approach road to find D2317, stood on a piece of track that had been buried in the grass. Yes, I should have known better as painted in large white letters on the side of their command post was the legend "Remember the Alamo" (frequently seen at the time on News at Ten).

Dismounting from my steed, I removed my crash helmet and was just taking the camera out of its case, when I heard the slamming of car doors. Looking round I saw a Ford Cortina MK3, I was then suddenly surrounded by four very burly miners, with pickaxe handles in their hands. There was no apparent friendliness shown, when one of them said "Your not from the Press are you mate?" I quickly dived into my bag, to show the pickets my Ex Br in Industry Booklet and notes taken while taking photographs. I can never remember being so eager as then, to prove to anyone that I was a Railway Enthusiast!! Their interest quickly waned and they left me to go patrolling the perimeter fence, "for visitors"; with their parting suggestion being, "If I were you I would leave it till after the strike before you come again. Going through picket lines like that can be decidedly unhealthy!" As they wandered off I nodded in a rather dazed way after them! As I rode back up the road, I was debating visiting Wath Main Colliery, only a mile round the corner, as D2225 "Debra" was a necessary photo, and being very shy and retiring towards the end, she was always in the shed. I don't really know why, as there was no roof on! (I think the loco was out of use). I thought I would give it a go. I rode up the approach road, and almost felt sorry for the single picket, sat on a kitchen chair in the middle of the road. Pulling up (I didn't want a repeat of Cortonwood!); I started explaining the object of my visit. "No problem, do

what you want, I'm here by myself" was the reply. Debra was still in the roofless shed, and the miner was still sat in the middle of the road, when I waved goodbye as I rode back out to return home.

Word on the Grapevine had it that the 03, D2182, had moved from Bennerley Disposal Point in Derbyshire, to Hugglescote Opencast site in Leicestershire. This was an irresistible opportunity to photograph an 03 in surroundings I hadn't seen before. Why? I don't know, because I had already photographed it at Bennerley!! Anyway after saying that you aren't involved in the hobby if you are a rational thinker are you? Being crafty I roped in two fellow enthusiasts, with the promise of a new location that not many spotters had seen an 03 at..... Steve and Nick were the poor souls, no surnames to be added as it wouldn't even now be fair! Driving down the M1 in Steve's Lancashire registered car was a breeze. We didn't get stopped by the police and made our way to Hugglescote, which was the first stop of the day. I had researched the location beforehand (no Google maps or Sat Nav then!) and we managed to find the site with relative ease. We left the car and walked in as there was a chain across the road. A strange silent eeriness hung over the place, and quickly finding the railway lines, we walked up, but there was no loco in sight. Hope was on the horizon however, in the form of a new green corrugated tin sheeted building, astride a siding in the distance. "It's got to be locked", I muttered as we approached it, but no the doors were not bolted. I swung them wide open to get a head on shot, as I realised the shed was too narrow to get one from either side.

Stepping back, I took a photo, then further back still to get another, but with more background in. This was the moment when the day "went to pieces". Hearing someone scrambling over the earth banking to my right, I saw a Bobby with a tall helmet, who by the spring in his step had sprung his trap! Collecting the three of us up, with the order; "Follow me lads, and don't try running as there's a police car boxing your car in!"

Back to the pit office, he interrogated us in turn. I was the first, "Have you got any strong political leanings?" he asked. "No, not really, I replied, I'm just here to take photographs of the loco". Looking back, I can relate to why he looked sceptical about my answer as I obviously spoke with a broad South Yorkshire Accent!

"Had I come to do damage to the pit?" No, certainly not! I replied. Turning to Steve, Ah! I ought to mention, Steve a Lancashire lad had achieved his ambition of joining the police, but had moved to West Yorkshire, to join their traffic police section, on a twelve month probationary period! Naturally he didn't tell the officer any lies but he was somewhat economic with the truth, as he managed to avoid telling him, that he was also in the force.

Nick was a different proposition altogether, standing about 4' 5" tall, I don't think it would be too rude to say, his mouth made up most of his height! Very, very loud and outspoken, he answered the officer's questions with vigour. Where are you from? the officer asked, Bentley, South Yorkshire, I live in a mining community and I'm a trainee driver/secondman on the Railway. I can tell you now

there's no way I would "scab", by helping to take any train loaded with coal into a Power station while the strikes on! My heart sank, the officer quickly looked up, from his note taking, and then said, "I think I need to talk to our Superintendent in Leicester, he will want you to go in for further questioning". Things were certainly hotting up and Cag (as he was affectionally known, as he looked and sounded like James Cagney), had certainly made a Game changing statement. No mobiles then of course, the policeman reached for the landline and started dialling to police HQ. Finally, it was then that Steve decided to play his trump card. Quickly reaching into his pocket, he pulled out his police warrant card. The officer stopped dialling and his jaw dropped open, "Why didn't you show me this at first he demanded?" Steve blurted out, I'm still on probation, and didn't dare tell you that I am in the force, I'm scared of getting the sack, if it wasn't for "Gobby" here I was hoping we would walk away with a reprimand.

Luckily, that did the trick, as he let us off any further retribution with the dire warning, "to stay away from pits, you were very nearly in custody, if it wasn't for your mate here, you would be staring out of a cell window!" I took heed of his advice.

Unfortunately all these adventures are true; I haven't exaggerated or altered the facts at all.

I will finish by saying I would do this all again, as my predictions were correct, most of the locos in the South Yorkshire coalfields had disappeared, and had been scrapped within a couple of years of the end of the strike.

RIP little locos!



D2182 in her temporary home in Hugglescote Opencast site, Notice the bank that the Bobby scrambled over to the right! After Hugglescote, unlike the other two locos which were scrapped, D2182 saw further adventures being on static display in Victoria Park, Leamington Spa becoming a toy for children to climb on! She is now in well earned retirement, and usually shunts the carriage shed at Winchcombe on the Gloucester and Warwickshire Railway.

(more photos on next page)



Cortonwood, August 1984
D2317 (Notice the Honda C90 in the left background)



Wath Main, August 1984
D2225 Debra in the roofless shed

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

Nov 14 67019, 67027 Standbys
66569, 66589/66516 Freightliners
66030, 66745 Intermodal
66092, 66143 Light engines
37682/31223 T. & T. rail measurement train
57314/37669/57313 Carnforth to Barrow Hill
20308 + M.P.V.
66119 Sand
60007 Stone
66088 Steel
66176 Gypsum
66192 Rails
66145/66147, 60044, 66719 Departmental
66007, 66025, 66619, 66951, 66701, 66717,
66726 Coal

Nov 21 66503, 66414/66532 Freightliners
67019, 67021 Standbys
66207, 66713 Intermodal
66428 Stabled
66119 Gypsum
66118/66054 RHTT
66176, 66185, 66712 Departmental
66039 Stone
66089 Steel
60071, 66108, 66147, 66171, 66524, 66703 Light engines
66132, 66134, 66506, 66702, 66707, 66717 Coal

Dec 4 37682, 66148 p.w. trains
66066, 66200, 66526, 66555, 66743 on coal trains
66592 on container train
66720 on goods train
67016 Standby

Dec 12 67016 Standby
66565, 66570 Freightliners
66127, 66718 Intermodals
66057 Rails
66187 Sand
66080 Gypsum
60015 Stone
66043, 66728 Departmental
70010 Fly Ash
66428, 66221 Light engines
66035, 66068, 66562, 66598, 66957, 66707,
66735 Coal
66607 Empty limestone
60009 Union of South Africa/47580 Charter to York

Dec 19 67028 Standby
66176 Intermodal
66534, 66566 Freightliners
70010 Empty limestone
66067, 66714 Light engines
20305/20312 Light engines
66431 Stabled
66511 Fly ash
66156 Sand
60100 Stone
37419/31465 Test train
66056, 66187, 66724 Departmental
66150 Steel
66010 Rails.
66096, 66554, 66596, 66716, 66736 Coal
4464 'Bittern' Charter to York

Jan 2 67006 Standby
66431 Carriage holding sidings
66506, 66552, 66585, 66703, 66707 Coal
66188, 66725 Intermodal
66622 Empty limestone
66731 Sand
66736 Light engine
66016, 66750 Gypsum
66201 Steel
66745 Departmental

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Jan 9 67006/67028 Stand by
66172/66105 Cars
66121, 66736 Intermodal
66564, 66566/66587 Freightliners
60019/66077 Rails
66726/66707 Departmental
57007/57009 Light engines
20302/20305/20303/20312
66199, 66719 Light engines
66750 Route learning
70011 Fly ash
70003 Empty limestone
66706 Sand
66118 Stone
66431 C.H.S.
66144, 66204, 66546, 66563, 66713 Coal
60099 Steel

Jan 16 67021 Standby
66533, 66534 Freightliners
66171, 66720 Intermodal
60074/66219 Rails
66181/6619, 66730, 66126 Departmental
20302, 20303, 20305, 20312
60019, 66519 Light engines
66745 Sand
66150 Stone
70011 Empty limestone
66020, 66559, 66721 Coal
66431 C.H.S.

Jan 23 67006, 67024 Standby
66588, 66537/66538 Freightliners
66105, 66704 Intermodal
70003 Fly ash
66431 C.H.S.
20302/20304/20305/20308/20312 C.H.S.
31105 Test train
66101, 66724/66730 Light engines
66725 Sand
66132 Steel
66122, 66741, 66027/66030 Departmental
66023 Gypsum
66047 Rails
66003 Empty limestone
60066 Peak Forest to Selby stone train
66017, 66182, 66550, 66599, 66703, 66719 Coal

Jan 30 67006 Standby
66591, 66955 Freightliners
66065, 66708 Intermodal
20302/303/304/305/308/312, 66431 Carriage
Holding Sidings
60063, 66044, 66058 Light engines
66725 Sand
66129 Stone
66126 Steel
66085, 66250, 66508, 66714, 66720, 66738 Coal
66706, 66039 Departmental

Feb 6 67006, 67026 Standby
66414, 66569 Freightliners
200302/303/304/305/308/312, 66431 C.H.S.
66160, 66736 Intermodal

Feb 6 66087, 66141, 66714 Departmental
70010 Empty limestone
66746 Sand
66130, 66171 Light engines
66017, 66165, 66535, 66720, 66728 Coal

Feb 13 67028 Standby
66167, 66615, 66720, 66740, 20312/20303,
57002/20303 Light engines
66538, 66569 Freightliners
66706 Intermodal
60040, 66431 Rails
66221 Engineers
66553 Bins
60044, 66707 Departmental
60079 Stone
47843, 66726 Sand
66083, 66750 Gypsum
67021 dragging 91119 and Sky 1 set
66513, 66115, 66119, 66152, 66725, 66733,
66744 Coal
08927, 66724, 66747, 66751 on Roberts Road

Feb 20 67025, 67028 standby
66517, 66540/66568 Freightliners
66056, 66746 Intermodal
66167, 66718 Departmental
66030, 66174, 66512 Light engines
66702 Sand
66142 Stone
66605 Limestone
66147 Gypsum
20302/303/305/308/309 C.H.S.
66091, 66110, 66508, 66520, 66562, 66563,
66720, 66725, 66733, 66737 Coal
66749, 66751 Roberts Road

Recent sightings on the Gainsborough – Barnetby line
have been:

(On coal trains unless stated otherwise)

Nov 2 66207
Nov 4 66089
Nov 5 66158
Nov 6 66742
Nov 7 66111, 66742
Nov 9 66111, 66742
Nov 11 66186, 66707
Nov 12 66177
Nov 13 66186, 66707
Nov 14 66726
Nov 15 66089, 66183
Nov 16 66183, 66717
Nov 21 66147 on ballast train
Nov 23 66008, 66014, 66702
Nov 26 66023, 66717
Nov 29 66743
Nov 30 66132
Dec 2 66039
Dec 3 66735
Dec 7 66183
Dec 11 66124
Dec 14 66707
Dec 16 66143, 66716

Dec 19 66008, 66024, 66716
 Dec 20 66087, 66716
 Dec 28 66560
 Dec 30 66004, 66075
 Jan 6 66070, 66169
 Jan 7 66708
 Jan 8 66169, 66708
 Jan 11 60065 on p.w. train
 Jan 14 66188
 Jan 20 66039
 Jan 23 66017, 66039
 Jan 24 66720
 Jan 25 66201
 Jan 27 66199, 66709, 66720
 Jan 28 66080, 66720
 Jan 29 66019
 Jan 30 66019
 Jan 31 66194
 Feb 3 66720
 Feb 4 66133, 66720, 66728
 Feb 5 66133
 Feb 6 66720
 Feb 7 66016, 66133, 66720
 66731 on goods train

Other recent sightings have been:

Nov 11 37402 and 37425 at Stockton on Sandite train
 Jan 4 D2128, 07012, D2853, 66140 and 66152 at
 Scunthorpe Steelworks
 60063 and 66413 at Scunthorpe
 Jan 11 08202 at Potters Rail Freight Terminus
 66723, 66710 and 66005 at Ely
 66736, 66745, 66717 and 66019 at Peterborough
 47810 and 47853 on Chelsea football charter at
 Hull
 Jan 18 66104, 66051 and 66737 at Tyne Yard
 20304, 20302, 20312, 20305 and 66431 at York

Locos seen at Ipswich on 14 November were 9044, 70008,
 70019, 66533, 66538, 66569 and 66588. Also noted on
 the same day were 37038, 57012 and 57011 t Norwich;
 47841 and 47802 on Norwich - Yarmouth service and
 90006, 90007, 90002, 90012, 90014 and 90015 on
 Norwich - Liverpool St services.

Southern Region

Dec 12 73118 at Norwood Junction

Midland Region

Locos seen at Crewe on 10 January were 66155, 92002,
 66433, 92044, 90016, 90044, 20305, 20302, 57007, 57009,
 37194 and 70004. Noted at Stafford on the same day were
 86628/604, 70013, 66427 and 92012.

Locos noted at Crewe on 11 January were 37601 and
 37423.

Locos seen at Stafford on 16 January were 90019, 90034,
 90028, 70001 and 70014.

Railtours and Charter Trains

Locos seen on railtours and charters have been:

Dec 12 ("A Bluebell Victorian Christmas") 66082,
 66004, 592
 Dec 14 (Bridlington to Edinburgh charter) 47746, 47786
 Dec 21 (The Beverley Humber) 37604, 37423, 37612
 Dec 28 ("The Road to Hull") 92015, 60020, 67005
 Jan 4 (Scunthorpe Steelworks tour) Yorkshire No.1,
 Arnold Machin
 Jan 11 ("The Deviationer") 20302, 20305, 37194
 Jan 18 ("The Old Battle Axe") 90029, 66001, 60039
 Feb 15 ("Welsh Borders Special") 47749, 45699
 "Galatea", 57316

Preserved Railways

Locos working at the Barrow Hill East Coast Giants event
 on February 8/9 were 4464 "Bittern" and No. 2000 on the
 shuttle train and 03066 and "Vulcan" on brake van rides.

Egyptian Diary

Only a short report this time, I haven't visited the station
 much this year as yet, no problems though.
 This follows on from my last report in Trans Pennine; I
 visited Aswan last November with Diana and family,
 arriving in Aswan on board the Nile cruise ship "Tower
 Prestige" after a very nice 3 nights on board. We have
 previously been to Aswan, the last time a day trip on the
 train from Luxor, which is a very good service 1st class a/c
 coaches with unidirectional seating and buffet car. I think
 they were built in Germany by Blohm & Voss. This time
 on the cruise ship possibly better, a life of luxury. When
 not eating and drinking, relaxing taking in the sights of
 Egyptian life as you pass, also some nice young ladies
 around the pool to take your attention. Anyway enough of
 this digressing about young ladies, lets get back to the
 railway. Aswan station is the furthest south that this
 Pennine member has had a couple of hours spotting. The
 station has the look similar to Luxor in that it takes the
 Pharaonic style. It is a through station which was a
 surprise to me; the line goes as far as the High Dam.
 Locos noted stabled in the station, a couple of EMD hood
 units 3940, 3924 and (66) 2163. One of the EMDs 3924
 went onto the carriage sidings to bring in the stock for the
 Cairo train, at that time it terminated at Quena, about
 50miles north of Luxor. 2163 departed south, it later
 returned with the train from the High Dam, the EMD 3984
 at its head had failed. A train then arrived from Esna
 hauled by another EMD this time 3986 sporting a nice red
 buffer beam. The stock then propelled to the carriage
 sidings and the loco to the shed. The loco shed at Aswan
 is a distance north of the station, not like Luxor where it is
 adjacent; so a shed visit on this occasion wasn't on the
 cards. The next train to arrive was another local from
 High Dam this time hauled by one of the numerous
 Henschal locos No 3030. This was the first time I had
 seen one of these locos on a local. It ran round its train
 awaiting the 17-00 return. There is a goods yard to the

south of the station; as yet I haven't seen much freight on the railway. This location is a Mecca for Semaphore signals with a very nice gantry on the approach to the station. It is amazing to watch the Egyptian life when it is quiet with the locos; at Aswan and the same at Luxor there seems to be a public footpath that goes straight across the station and Luxor through the shed. Women with boxes on their heads accompanied with kids just walk through across the tracks in front of the 17-00 departure. As I probably said before it is all good stuff! By the way the EMDs were built in Canada in 1965. The visit to Aswan was on the 14th between 14-00 & 16-00; not that busy, but a nice couple of hours watching trains. Finally on the 30th Dec a quick visit to Luxor; 3217 was on the 12-00 to Cairo, and 3161 was moving about light engine in the shed yard. Trains to Cairo are now going all the way to Cairo, which is good and flights are now returning to Luxor, so if you fancy a visit here just let me know! Finally now I have a link off Facebook for Luxor Railway Enthusiasts, have a look you can comment and add photos. (See a couple of examples below.)
Regards Steve, Egyptian correspondent!



Pennine Quiz No. 155

North Eastern Region quiz

Paul Slater

- 1 Under the old regional colour schemes, what colour were station signs, nameboards and totems on the North Eastern Region?
- 2 With which railway did the Hull & Barnsley merge shortly before the Grouping?
- 3 Name locomotive 60126.
- 4 Which company besides the North Eastern operated the Swinton & Knottingley Joint?
- 5 Name locomotive 61652.
- 6 Which company besides the North Eastern operated the Axholme Joint Railway?
- 7 What name has been carried by preserved class J72 0-6-0 tank 69023?
- 8 What was the LNER class number for the North Eastern 4-6-0 tanks?
- 9 Name the former Swinton & Knottingley Joint station in Pontefract.
- 10 Give the BR number of the last surviving Hull & Barnsley locomotive.
- 11 Name locomotive 60127.
- 12 From which ex-North Eastern classes were the last pre-Grouping steam locomotives working on British Railways?
- 13 Where was the main North Eastern shed in Hull?
- 14 Where did the Axholme Joint Railway diverge from the Doncaster - Goole line?
- 15 Name locomotive 61654.
- 16 The class A8 4-6-2 tanks were rebuilt from North Eastern tank engines of which wheel arrangement?
- 17 Where was the main Hull & Barnsley shed in Hull?
- 18 Name locomotive 60142.
- 19 In which year did Cudworth shed close?
- 20 Name locomotive 61655.
- 21 Where did the Wath and Denaby branches join the Hull & Barnsley main line?
- 22 Name locomotive 60147.
- 23 Which four companies besides the North Eastern operated the South Yorkshire Joint?
- 24 Name locomotive 61660.
- 25 By what name was Carlton station on the Hull & Barnsley later known?

Pennine Quiz No. 154

The Answers

- 1 Kippenross
- 2 Whitchester
- 3 Rainbow Hill
- 4 Whiteball
- 5 Lindal
- 6 Mickleham
- 7 Killiecrankie
- 8 Warren Hill
- 9 Wellhouse
- 10 Cowburn
- 11 Peascliffe
- 12 Stoke
- 13 Totley
- 14 Clarborough
- 15 Standedge
- 16 Severn
- 17 Spittal
- 18 Blea Moor
- 19 Drumlanrig
- 20 Knightswood
- 21 Somerton
- 22 Buckhorn Weston
- 23 Buriton
- 24 Rise Hill
- 25 Stainforth
- 26 Park Street
- 27 Dock Street
- 28 Greenway
- 29 Foley Park
- 30 Wallers Ash

The Winner

Congratulations to the winner – John Dewing.

Pennine Meetings 2014

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 March 2014

Geoff Griffiths

Wednesday 2nd April 2014

Derek Porter

Wednesday 16th April 2014

Keith Glossop

'Here and There Now and Then'

Wednesday 7th May 2014

THE ANDY DALBY MEMORIAL SLIDE COMPETITION

Wednesday 21st May 2014

Roger Butcher

'A Bit of Nostalgia'

Wednesday 4th June 2014

Glenn Williamson

Wednesday 18th June 2014

Martin Bromley

Wednesday 2nd July 2014

Andy Barclay

'The slides of Peter Fox Part 2'

Wednesday 16th July 2014

John Law

'A Trip to Belguim and The Netherlands'

Acknowledgements

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Next Issue

The Summer 2014 issue of Trans Pennine is due for publication on Wednesday 18th June would contributors please let the coordinator have their information by no later than Wednesday 21st May. 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.

Attachment

Attached are details and booking form for the 40th Anniversary Celebration Lunch to be held at Peak Rail. If you wish to go on the lunch trip, you should return the booking form to Linda Bladen by Wednesday 2nd April 2014.

The details are also available on the Pennine website.