

TRANS PENNINE

The Magazine of the Pennine Railway Society



40th Anniversary Year

1974 - 2014

Summer 2014

Photos

Front Cover

The photo taken by Rhys Jones, was the winner of the Andy Dalby Memorial Slide Competition held on 7th May 2014. It shows 34092 'City of Wells' on The South Yorkshireman Raitour at Hasland on 21st May 1988.

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

We are looking for a railway photo from 1974 for the next magazine cover. If you have a suitable one please send it to David.

Committee Briefs

Forthcoming Visits

You are reminded of our next two forthcoming visits:

- Wednesday 25 June to Barrow Hill. Meet at 6.45pm for the 7.00pm private visit. Make sure you book through Robin. Cost approx. £7 which includes a donation to the Barrow Hill Engine Shed Fund
- Sunday 12 October - 40th Anniversary Celebration Lunch in the Palatine Restaurant Car on Peak Rail. Cost £25. Bookings for lunch essential via Linda Bladen. For those not dining but want a day on the railway and meet up with fellow members we will be catching the 11.48 Matlock-Rowsley South for the 12.33 lunch train. Our day will end on the 16.14 Rowsley-Matlock (see further information below)

40th Anniversary Celebration Lunch

Our celebration lunch has now been booked with Peak Rail heritage railway in the Derbyshire Dales and will be on our first choice date, Sunday 12th October 2014. Twenty eight members and friends have booked so it should be a good day.

We need to let Peak Rail know in advance which menu options we want so if you have booked places please can you let Linda Bladen know which starter and main course options you want, **by 30th September**.

You can do this at one of the meetings, by email to pennine.digital@outlook.com or by post to Linda at 18 Foxglove Close, Blaxton, Doncaster DN9 3PR.

The menu choices are:-

Starters

Hot sautéed Cajun Chicken served with a chilli salsa
Pasta and Chorizo served in a tomato and spinach sauce
Choice of Fruit Juice - orange, grapefruit or pineapple

Main courses

Roast leg of pork with a traditional roast gravy and stuffing
Braised beef and mushrooms, slow braised sliced topside in wine and button mushrooms
Cajun Baked Butternut Squash

Dessert will be chosen on the day from the trolley.

From the completed booking forms it appears that everyone has made arrangements to get to Matlock. If anyone does wish Linda to try to match them up with a spare seat in someone's car please let her know. We will meet at Matlock Station Platform 2 and travel on the 11.48 train to Rowsley South. The Sunday lunch train departs from Rowsley at 12.33.

If anyone intends to park at Rowsley rather than Matlock, please let Linda know (again by 30th September) so that on the day we will know where to expect to meet people! Information about Peak Rail, including the timetable, menu and station facilities, can be found on their website: www.peakrail.co.uk

Class 170 Transfers

Nine 2-car Class 170s leased by FTPE from Porterbrook and used on Manchester Piccadilly-Leeds / Hull services are to be transferred to Chiltern Railways for their new 2015 service between Marylebone and Oxford. FTPE has recently gained ten electric Class 350 Desiros for its Manchester-Glasgow route, releasing some Class 185 diesels.

A total of 14 4-car Class 319s will be transferred from Thameslink, with 2 for the Liverpool-Manchester route in December 2014 and the remaining 12 to follow in 2015. Conductor door panels will be fitted. This will allow DMUs to be used for Todmorden Curve services giving a faster link between Burnley and Manchester via Smithy Bridge and Rochdale. The 319s will be replaced by new 5-car Class 377 Electrostars. In the long term all Thameslink 319s will be cascaded elsewhere and replaced by new Class 700 units being built by Siemens. Some of the DMUs may relieve a rolling stock shortage on FPTE caused by the loss of the 9 Class 170s to Chiltern Railways (above).

Bacon Factory Curve

The freight link opened to allow trains from Felixstowe Docks to cross Norfolk via Ely rather than be routed via London has opened. It will connect with the down Great Eastern Main Line north of Ipswich station. It will be used by GB Railfreight but not by Freightliner which will initially continue to be reversed at Ipswich.

German Retreat

DB has put plans to run trains from 2016 between London and Germany (Frankfurt / Cologne via Rotterdam and Amsterdam) on hold following continuing problems with rolling stock certification which have delayed deliveries from Siemens. Plans may eventually be abandoned with DB concentrating on services between Germany and Brussels and Paris. This is good news for Eurostar which will soon unveil 10 new 320km/h Siemens Velaro sets (possibly to coincide with its 20th anniversary in November) to expand its network, with Rotterdam and Amsterdam likely new destinations.

Longer Life for Pacers

Angel Trains has appointed Voith to supply new final drives and cardan shafts to its fleet of Class 142s leased to Arriva Trains Wales and Northern Rail. The good news is that Pacers should survive until the end of the decade.

Bromsgrove Station

A new interchange is to be built at Bromsgrove, 400m south of the existing station. It will have 4 platforms, and will be electrified by 2016.

Crossrail Extension

The Crossrail network will be extended from Maidenhead to Reading, serving Twyford.

Flood Repairs

The line at Dawlish was re-opened on 4 April. However there was also serious damage to the Cambrian Coast route, initially closing the line north of Barmouth. The line will be initially re-opened to Harlech in May but remain closed to Pwllheli until a new bridge is built over the River Dwyryd.

Metrolink to Rochdale

Trams are now running to Rochdale town centre. This brings to size of the network to 78km serving 77 stops.

Franchise News

Three bidders remain for the East Coast franchise; FirstGroup, Stagecoach / Virgin and Keolis / Eurostar, to be returned to the private sector in early 2015. Possible new destinations include Lincoln, Huddersfield, Scarborough, Harrogate via York, Middlesbrough and Sunderland via Newcastle. This would see direct competition with open access operators. Abellio and Serco's Northern franchise has been extended to February 2016.

New Diesels for DRS

The first of 15 new Vossloh Class 68s has been delivered to DRS at Crewe. Built in Valencia, they will have a top speed of 100mph and be available for intermodal work. DRS is a wholly owned subsidiary of the Nuclear Decommissioning it was initially established as a supplier of transport to the nuclear industry. It now offers other services including the supply of locos on short term and long term hire. Virgin Trains uses its locos as rescuers on the WCML.

London Underground - Facts

The Bank / Monument exchange between the Central and Circle / District lines is the longest pedestrian exchange. The shortest distance between two adjacent stations is 284yds (Leicester Square - Covent Garden on the Piccadilly Line) and the longest journey without change is on the Central Line from West Ruislip - Epping (34.1 miles). (None of these will help with the latest quiz that Ken King has compiled.)

New Doncaster Depot

Hitachi Rail Europe is to build a maintenance depot at Doncaster Carr to service new Class 800s due to go into service on the ECML in 2018. A minimum of 10 x 5-car trains will be permanently based at the depot.

Andy Dalby Memorial Slide Competition

The Andy Dalby Memorial Slide Competition was held on 7th May 2014 with a total of 70 slides entered. The result was as follows:

1st Rhys Jones 34092 'City of Wells' at Hasland working The South Yorkshireman Railtour on 21st May 1988

2nd Chris Tyas 55015 TULYAR at Darnholm on the 09.50 Grosmont to Pickering service on Saturday 18th September 1993

3rd Geoff Griffiths 45111 at Trent Junction with a St Pancras to Sheffield service on 17th May 1983

Congratulations to the winners and thanks to Linda Bladen for organising the event and Nick Dalby who presented the prizes.

Light Rail News

The Blackpool heritage service season kicked off at Easter with the rostered cars working from the modern Starr Gate depot instead of their usual home at Rigby Road. This is due to on-going and overrunning traffic signal renewals at Manchester Square restricting access to and from the depot.

A visit round Starr Gate depot on 3rd May saw - Bolton 66, Standard 147, Boat cars 227/230/600, Brush car 631, Centenary cars 642/648, Twin-car 272/T2, Open top balloon 706 and Balloon cars 700/717 sharing the depot with Flexity's 009/011/012/014.

Heritage cars are due to run again on Sunday June 21 (Totally Transport), Sunday July 20 (Fleetwood Tram Sunday) and the 3 days of the August Bank Holiday weekend. The 3 illuminated cars will then be out on a daily basis during the autumn illuminations helped out by other members of the heritage fleet when required.

On METROLINK all workings are now in the hands of the M5000 fleet with the withdrawal of the final 2 T68A's 2001 and 2003 at the end of April. A farewell tour is due to run on 26th May taking a pair of T68s to their old haunts of Bury, Altrincham and Eccles. Thankfully it has now been confirmed that one of these historic vehicles, the first of the 2nd generation UK trams, is to be preserved by the Manchester Transport Museum Society. Expected to be housed eventually at Heaton Park 1007 seems to be the favourite choice as this was the first tram to negotiate the streets of Manchester since the old system closed in 1949. As hopefully 1007 finds a new home her unfortunate sister cars are now making a one-way trip from Old Trafford

depot to Booths scrapyard in Rotherham. 1001/1004/1008 and 2004 have already arrived with 1019 reported as being in transit on May 21st. The latest M5000 to arrive is 3083 around 10th May.

New MIDLAND METRO tram 20 was on display to the general public at Birmingham Snow Hill on 5th April. None of these cars have entered service yet with the remaining serviceable T69 cars still providing the full service.

And FINALLY - The long delayed, over budget, shortened but eagerly awaited tram system in EDINBURGH is scheduled to open on Saturday 31st May, more in the next TP.

NRM Trainspotting

Robin has received this request from the NRM at York.

Hi Robin

A colleague of mine contacted you a little while ago about our Trainspotting season and I wondered if you and other members of the Pennine Railway Society would still be willing to help us? We are looking to gather stories and photographs from spotters past and present and I would be grateful if you could pass the details to your friends and colleagues.

People can contact us through this form on our website: <http://www.nrm.org.uk/GetInvolved/trainspotting.aspx> (there is also a link from the Pennine Website).

We would like to display the stories and photographs around the museum to compliment an art commission and other activities and events.

Many thanks in advance for your help.

Amy Banks

Interpretation Developer
Exhibitions and Interpretation

Memories of Sandy

Paul Slater

The place where I first watched trains on the East Coast main line was Sandy in Bedfordshire. The station at Sandy is still open, but is very different from the station I knew in the middle and late 1950s. There were four tracks through the station, then as now, but two of them belonged to the Oxford - Cambridge line. The main line widened to four tracks on either side of Sandy, but through the station itself it was restricted to two, and a tall pair of splitting signals at the end of the down platform showed whether northbound trains were being switched to the slow line or not. On the centre platform, near the spot where my brother and I would normally take um position, a home-and-distant pair of signals, raised less often than the ones over on the main line, would show when a train was due from Cambridge. The Oxford - Cambridge route was a cross-country line, London & North Western in origin. During my student days in the 1960s I knew this line quite well, and at

different times travelled the whole length of it by diesel multiple-unit, but in the 1950s when I used to frequent Sandy the trains to and from Cambridge were steam-hauled, usually by BR Standard class 4 4-6-0s or 2-6-4 tanks based at Bletchley. At one time a goods train would come through Sandy westbound in the mid-afternoon, bound I think for Oxford, and hauled by an Ipswich B1 4-6-0.

The section between Bedford and Sandy was single track, with passing loops at Willington and Blunham, but from Sandy to Cambridge was double track. The final two stations before Cambridge, Old North Road and Lord's Bridge, were in remote locations away from any village. The line is still open for passengers between Oxford and Bicester and between Bletchley and Bedford, but between Bedford and Cambridge it has closed and lifted

In the main-line half of Sandy station; a few stopping trains to and from Peterborough would call; one or two were rather grandly hauled by A2 Pacifics from New England, but another one gave me my first sight of an L1 2-6-4 tank. What I really liked at Sandy, however, were the main-line expresses, hauled by a variety of Pacific locomotives, which came rushing through while my brother and I kept well back from the platform edge. On my first visit to Sandy in 1955 I saw four A4s, including the famous 60022 "Mallard", and these remained my favourite type of East Coast main line locomotive. Also on my first visit I saw the unique W1 4-6-4, no. 60700, which I had not realised, was streamlined like an A4 until it sped past us at Sandy.

The names of the Eastern Region Pacifics seemed very strange to me at first. "Alcazar", glimpsed on the smoke-deflector of an A1 speeding through Sandy in 1955, seemed pure gibberish; I started learning Spanish at school the following year, and then the name appeared more comprehensible. "Amadis" was equally meaningless at first; 60136 and 60149 were two of the most regular A1s at Sandy. Two A3s which I saw frequently in those far-off days also had weird-sounding names: 60055 "Woolwinder" and 60062 "Minoru".

Coal trains and slow freights at Sandy were hauled by WD 2-8-0s and BR 9F 2-10-0s from New England. I had expected to see ex-LNER 2-8-0s, but although I subsequently saw 01s, 02s and 04s at March and New England sheds I believe that in the 1950s they rarely, if ever, worked south of Peterborough on the main line. Now that it is the stretch around Retford and Doncaster which is the part of the East Coast main line most familiar to me, I find it interesting to remember my first acquaintance with the line and its steam locomotives at Sandy.

Tosca's Travels (Beer and Bashing Abroad)

Part 26

Having never previously been to the Bavarian part of Germany or to the Czech Republic I was eagerly looking forward to this trip. As it turned out I ended up doing a lot more of Germany than I originally planned.

Saturday 29th October 2000

43112 & 43110 Doncaster – Peterborough.
DMU 156414 Peterborough – Stansted Airport.
GO AIR G-IGOE Stansted – Munchen
DB EMU 420129 Flughafen Munchen – Munchen Hbf
DB 218224 & DB 218474 Munchen Hbf – Munchen Pasing

OBB 1044027 Munchen Pasing – Munchen Hbf

Ten o'clock at night in Munich so obviously time for a beer. Found a place that did Kebabs and also sold bottles of Augusteiner. After a chicken kebab and 2 bottles of Augusteiner I left the place to head for the overnight to Praha. My bag was a bit heavier as I had two more bottles in it; these were consumed in my sleeper compartment between Munchen and Nurnburg.

DB 120119 Munchen Hbf – Nurnburg Hbf

Monday 30th October 2000

Still awake so as to be able to get the diesels. I am not sure if it was my tipsiness but Nurnburg seemed a hive of activity at 01.30!

DB 218008 & DB 218159 Nurnburg Hbf – Cheb

CD 362123 Cheb – Praha HI N

CD 130024 Praha HI N – Celakovice

CD EMU 451035 Celakovice – Praha HI N

I then did the tourist thing and visited the city. Wenceslas square was a little disappointing but the rest of the city was amazing. One afternoon did not do it justice. I stopped for a dark beer in one of the bars though didn't record what I had. But the main purpose of the trip was bashing and so I headed back to the station to enter Germany via a different route.

CD 363072 Praha HI N – Plsen HI N

CD 242201 Plsen HI N – Klatovy

CD 754024 Klatovy – Zelezná Ruda

How can a station have two names? This one does, one end is Czech and is Zelezná Ruda, and the other end is German and is Bayer Eisenstein!

WALDBAHN DMU VT17 Bayer Eisenstein – Plattling

DB 111075 Plattling – Landau (Isar)

DB 111205 Landau (Isar) – Passau Hbf

DB 101113 Passau Hbf – Hamburg Hbf via Wurzburg

Tuesday 31st October 2000

One of the worst overnights of my life. I saw the train conductor and got a berth in a couchette. I had made the mistake of not having any beer. If I had then I may have slept but I was kept awake all night by a fat American snoring like a road drill, not pleasant.

DB 218119 Hamburg Hbf – Horneburg

DB 218269 Horneburg – Buxtehude

DB 141423 Buxtehude – Dollern

DB 141444 Dollern – Horneburg

DB 218250 Horneburg – Hamburg Harburg

DB 110300 Hamburg Harburg – Hamburg Hbf

DB 110369 Hamburg Hbf – Hamburg Harburg

DB 110452 Hamburg Harburg – Hamburg Hbf

DB 218178 Hamburg Hbf – Lubeck Hbf

Checked into Hotel stad Lubeck opposite the station.

After 2 overnights I was going to need a proper bed.

DB 218179 & DB 218170 Lubeck Hbf – Bad Oldesloe

DB 218330 Bad Oldesloe – Hamburg – Rahlstedt

DB 218337 Hamburg Rahlstedt – Bad Oldesloe

DB 232022 Bad Oldesloe – Lubeck Hbf

DB 218456 Lubeck Hbf – Bad Schwartau

DB 218494 Bad Schwartau – Lubeck Hbf

DB 219146 Lubeck Hbf – Ludersdorf

DB 219013 Ludersdorf – Lubeck Hbf

Tired and hungry I decided to go for something to eat and found a pub near the Hotel. I had a dopplebock but again didn't record the brewery. Then absolutely shattered I turned in for the night. It was only 9 pm.

Wednesday 1st November 2000

Having had a good sleep and nice buffet breakfast I was keen and eager to get out for more winners.

DB 218323 Lubeck Hbf – Lubeck Travemunde strand

DB 218323 Lubeck Travemunde strand – Lubeck Hbf

DB 218377 Lubeck Hbf – Bad Kleinen

OME DMU 0005 Bad Kleinen – Schwerin Hbf

DB 114030 Schwerin Hbf – Ludwiglust

DB 114022 Ludwiglust – Lublow

DB 114012 Lublow – Wittenberge

DB 112148 Wittenberge – Magdeburg Hbf

DB 143190 Magdeburg Hbf – Magdeburg Buckau

DB 143573 Magdeburg Buckau – Magdeburg Hbf

DB 218116 Magdeburg Hbf – Schonebeck

DB 143098 Schonebeck – Magdeburg Thalmanwerk

DB 219163 Magdeburg Thalmanwerk – Bayerndorf

DB 219191 Bayerndorf – Magdeburg Buckau

DB 143903 Magdeburg Buckau – Halle Hbf

DB 143117 Halle Hbf – Leipzig Hbf

DB 234385 Leipzig Hbf – Borsdorf

DB 234247 Borsdorf – Leipzig Hbf

DB 219149 Leipzig Hbf – Leipzig Stotternitz

DB 143365 Leipzig Stotternitz – Leipzig Hbf

DB 143081 Leipzig Hbf – Leipzig Mockern

DB 143945 Leipzig Mockern – Leipzig Gohlis

DB 143077 Leipzig Gohlis – Leipzig Leutzsch

DB 143365 Leipzig Leutzsch – Leipzig Coppenplatz

DB 143147 Leipzig Coppenplatz – Leipzig Leutzsch

DB 143081 Leipzig Leutzsch – Leipzig Gohlis

DB 143049 Leipzig Gohlis – Leipzig Leutzsch

DB 219137 Leipzig Leutzsch – Leipzig Hbf

DB 143367 Leipzig Hbf – Markleeberg

DB 219160 Markleeberg – Leipzig Hbf

DB 143320 Leipzig Hbf – Wiederitzch

DB 143002 Wiederitzch – Leipzig Hbf

Phew! What a day. I found a place on Leipzig station and had a bratwurst, chips and sauerkraut. All washed down with a bottle of Schneider Weiss, then onto the overnight with premier power.

DB 103245 Leipzig Hbf – Nurnburg Hbf

Thursday 2nd November 2000

DB 101117 Nurnburg Hbf – Munchen Hbf

The overnight re-engined at Nurnburg and got me into Munchen early. The first private company around Munchen, BOB, had ordered units but they were late being delivered. This has turned out to be a recurring theme in Germany. They had hired 218s and stock to replace units. Time for some dodgy neddung around.

DB 218466 Munchen Hbf – Munchen Harras

DB EMU 420150 Munchen Harras – Munchen Hbf

DB 218309 Munchen Hbf – Munchen Donerburgerbrücke

DB 218313 Munchen Donerburgerbrücke – Munchen Hbf

DB 218214 Munchen Hbf – Munchen Pasing

DB 218468 Munchen Pasing – Munchen Hbf

DB 218234 Munchen Hbf – Munchen Pasing

DB 111078 Munchen Pasing – Munchen Hbf

DB 111065 Munchen Hbf – Munchen Pasing

DB 103240 Munchen Pasing – Munchen Hbf

DB 218357 Munchen Hbf – Munchen Donerburgerbrücke

DB EMU 420102 Munchen Donerburgerbrücke – Munchen Flughafen

GO AIR G-IGOG Munchen – Stansted

DMU 158846 Stansted – Peterborough

43116 and Dead Power Car Peterborough – Doncaster

11 winners on the last day bringing up the total to 72. I really enjoyed the trip and had a new country as well as loads of 218s and some 219s and 232/234s. That was the last trip of 2000. The next year was to be a quiet one with only two trips. The first one took me back to my old haunt, but a different place to get there from.....

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

Feb 27 67016, 67025 Standby
 66556, 66593 Freightliners
 66053, 66722 Intermodal
 20303/305/308/309 Convoy to York
 37612, 37667 Test train
 66703 Sand
 66147 Stone
 57002, 66061, 66142, 66549 Light engines
 60054 Gypsum
 66121, 66165, 66536, 66702, 66721, 66739,
 66745 Coal
 66750, 66751 Roberts Road
 60040, 66011, 66063 Convoy to Depot

Mar 6 67016, 67028 Standby
 66532, 66571 Freightliners
 66058, 66708 Intermodal

Mar 6 66188, 66736 Departmental
 60054/60100 T. & T. rail carriers
 66706 Sand
 60079 Stone
 66053 Rails
 60007 Sir Nigel Gresley light engine to Southall
 66027, 66095, 66126, 66155, 66520, 66530,
 66563, 66702, 66729, 66747, 66748 Coal
 66075, 66198, 66720, 66744 Light engines
 66603 Fly Ash

Mar 20 67005 Standby
 97301, 37607/37609 Test trains
 66173/66013 Rails
 66416, 66572 Freightliners
 20303/20305/20308/20309, 66431 C.H.S.
 66238, 66737 Intermodal
 66094, 66732 Departmental
 66715 Sand
 66129 Stone
 66007/66193, 66134/60039, 66161, 66530, 66957
 Light engines
 66003/66018, 66043, 66122, 66419, 66511,
 66701, 66746, 66751 Coal

Mar 27 67006 Standby
 66187/66086 Rails
 66165, 66431, 67025 Light engines
 66509, 66176, 66740 Departmental
 67005 dragging 91126 and rake
 66094, 66732 Intermodal
 66131 Gypsum
 66721 Sand
 60010 Stone
 66158 Steel
 20303/20309 C.H.S.
 66018, 66058, 66526, 66559, 66713, 66743,
 66744 Coal
 66416, 66542 Freightliners

Apr 10 67027, 67028 Standby
 56311, 56312, 66431 West Yard
 20309, 20303 C.H.S.
 66096 Rails
 66503, 66588/66589 Freightliners
 66063, 66705 Intermodal
 66561, 66714, 66951 Departmental
 66158 Gypsum
 66722 Sand
 66106 Steel
 60099 Stone
 60091, 66120/66083 Light engines
 66018, 66034, 66055, 66085, 66124, 66597,
 66703, 66748 Coal

May 1 67027, 67028 Standby
 20303/20309 West Yard
 66422 C.H.S.
 66572, 66594 Freightliners
 66181, 66729 Intermodal
 60010 Stone
 66723 Sand
 66133 Rails
 66037, 66144, 66740 Departmental

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May 1 31233 Test train
20189/20142 Route learning
66016/66118, 66204, 66431, 66957/66536,
66847/66849 Light engines
66003, 66084, 66553, 66557, 66706, 66749 Coal

May 8 67005, 67026 Standby
20303/20309, 20142/20189 West Yard
47739, 70801 C.H.S.
66018, 66717 Intermodal
66504, 66588 Freightliners
66194 Gypsum
66749, 66750 Roberts Road
60035, 66139, 66738 Departmental
66092, 66415, 66530, 66703, 66751 Coal
66732 Sand
66125 Stone
66053, 66126, 66413 Light engines
31190/31601 E.C.S. from Wolsingham

May 15 67005, 67019 Standby
66587, 66588 Freightliners
66204, 66746 Intermodal
66084, 66167, 66739 Departmental
66152 Steel
60010 Stone
66194 Gypsum
66718 Sand
66150, 66546, 66732, 66749, 66750, 66850,
97301 Light engines
66092, 66145, 66221, 66529, 66707, 66721,
66751 Coal

May 29 67016 Standby
66204 Rails
66537/66569, 66594 Freightliners
66057, 66739 Intermodal
66003, 66085, 66957, 66715, 66728, 66737,
66742, 66749 Coal
66008, 66115, 66735, 66747 Light engine
movements
66519, 66126, 66606 Departmental
70006 Empty limestone
67029 Derby staff train
66711 Sand
60010 Coal
66102 Steel
20303/20309 West Yard
66422 C.H.S.
And the highlight of the day triple headed steam
through the centre road 46115/48151/45699 plus
a rake of ten coaches from Carnforth to Dereham

Recent sightings on the Gainsborough – Barnetby line have been:

(On coal trains unless stated otherwise)

Feb 12 66095, 66744
Feb 13 66076 on oil train
66725, 66733
Feb 14 66745 on goods train
Feb 17 66720
Feb 18 66066, 66165, 66717
Feb 19 66720

Feb 20 60071 on oil train
66720
Feb 21 66720
Feb 22 66120, 66729
Feb 24 66133, 66711
Feb 25 66004, 66133, 66711, 66721
Feb 26 66125, 66133, 66711, 66721
Feb 27 66133, 66739
Feb 28 66027, 66125, 66721, 66729, 66739
66711 on goods train
Mar 1 66206
Mar 4 66152, 66702, 66712
Mar 5 66133, 66702, 66725
Mar 6 66011, 66702
Mar 7 66133, 66748
66741 on goods train
Mar 8 66748
Mar 10 66023, 66192, 66729
Mar 11 66023, 66149, 66721, 66729
Mar 13 66117, 66133, 66721, 66729
Mar 14 66133, 66740
66728 on goods train
Mar 15 66192
Mar 17 66746
Mar 18 66712
Mar 19 66151, 66739
Mar 20 66185, 66707, 66746
Mar 21 66701
66750 on goods train
Mar 22 66115, 66151, 66729
Mar 24 66004, 66147, 66713
Mar 25 66147, 66729
Mar 26 66034, 66147, 66713
Mar 27 66034, 66744
Mar 28 66018, 66713
66127 on oil train
Mar 29 66005, 66535, 66744
Mar 31 66018, 66053, 66083
Apr 1 66060, 66083
Apr 2 66018, 66060, 66741, 66744
Apr 3 66018, 66060, 66083
Apr 4 66713, 66741
Apr 5 66004
Apr 8 66085, 66741, 66744
Apr 9 66741, 66750
Apr 10 66081, 66703
Apr 11 66085, 66735, 66741
Apr 12 66085, 66169
Apr 14 66169
Apr 15 66085, 66735, 66750
Apr 16 66082, 66735
Apr 17 66750
Apr 18 66139, 66415, 66735
Apr 21 66750
Apr 24 66081, 66750
Apr 25 66081, 66750
Apr 26 66112
Apr 28 66706
Apr 29 66706, 66709
Apr 30 66025, 66706

May 1 66131, 66706, 66709
 May 2 66025, 66706
 May 3 66025, 66131
 May 5 66025, 66726
 May 6 66025

Other recent sightings have been:

Mar 1 66738 light engine at Scunthorpe
 60091, 66133 on iron ore trains, 66092, 66506,
 66512, 66526, 66718 on coal trains and 66739 light engine
 at Barnetby

Mar 15 66012 at Lincoln

Mar 25 66096 on Tilcon at Hull

Apr 5 66078 on steel train at Eaton Lane Crossing

Apr 15 67025 on thunderbird duties at Newcastle

May 3 60044, 66144 on iron ore trains, 60065 on steel
 train and 66025, 66162, 66952 on coal trains at Melton
 Ross

Locos seen at Peterborough on 8 March were 66720,
 66719, 66716, 20132, 20116, 20142, 20189 and 20107.

Locos noted at Peterborough on 14 March were 66598,
 66615, 66708, 66718, 66951 and 66134.

Locos seen in Wembley area on 29 March were 66542,
 66232, 90029, 90035, 90049, 66421 and 90021.

Locos noted in the Dagenham area on 29 March were
 66238, 66102, 09009, 08405, 66706 and 70018 at Tilbury.

Locos seen at Peterborough on 5 April were 66706, 66727,
 66725, 66733, 66701, 66704 and 66718.

Western Region

Recent sightings have been:

Feb 7 57603, 57605 at Old Oak Common
 59202, 66075, 66025, 66087 and 66207 at Acton
 Apr 16 08644 at Laira

Midland Region

Locos noted at Crewe on 22 February were 70002, 70004,
 57306, 92002, 90043, 70013, 70006, 66553, 66510, 66514,
 66516, 66530, 70015, 37059, 57007, 57008, 37402, 37603,
 90046, 86247, 86632, 92016 and 86616.

Locos seen at Bescot on 22 February were 66055, 66088,
 66555, 66515, 66550, 08509, 08527, 08907, 97302 and
 97304.

Locos noted at Warrington on 22 February were 66413,
 66050, 66087, 60066, 60035 and 60010.

Locos seen at Earles Siding on 23 February were 66419,
 66522, 66622 and 66554.

Locos noted at Euston on 7 March were 90026 on the
 19.03 to Birmingham and 90021 on the 21.15 sleeper with
 90021 on the ecs working.

Locos seen at Wembley on 9 March were 67005, 67026,
 90028, 90029 and 90039.

Locos noted at Crewe on 15 March were 57307
 (thunderbird loco) and 92038 stabled.

Locos noted at Derby on 15 March were 73138, 37402,
 08899, 20142 and 20189 in Balfour Beattie livery.

Southern Region

Locos noted at Swanage on 3 May were 6695, 34028,
 08436, 08776, 55002, D6700 and 47292.

Locos seen at Eastleigh on 3 May were 70802, 70805,
 60095, 66061, 66131, 66188 and 66077.

Locos noted at Southampton on 3 May were 70007, 70017,
 08575, 66586, 66523 and 66419.

Scottish Region

Locos noted on 15 April were 67022 on Binliner at
 Oxwellmains and 67021 and 90024 stabled at Edinburgh
 Waverley.

Railtours and Charter Trains

Locos and units seen on railtours and charters have been:

Feb 22 ("The Clay Box") 37609, 37409, 37703

Mar 8 (BLS tour of NVR) HELGA
 ("Winter Cumbrian Mountain Express") 86259,
 46115

Mar 29 ("The Gateway Freighter") 66007, 66106

Apr 26 ("Clyde Race Tracker") 350410

May 3 ("The Corfe Mixture") 159004, 159020

May 28 ("The Canterbury Tales Explorer") 37402, 37405

Preserved Railways

Locos working at the Ribble Steam Railway Steam Gala
 on 15 February were 1147, 3155, 2661 and 2680.

Locos used at the East Lancs Railway Steam Gala on 23
 February were 1370, 47584, 76084, 45379, 44871 and
 80080.

Locos working at the Keighley & Worth Valley Railway
 Steam Gala were 95820, 1054, 61994, 90733, 43924 and
 1704.

Locos used at the Crewe Heritage Centre on March 15
 were 03073 and 73006 on brake van rides.

Locos working at the Great Central Railway Easter
 Vintage Festival on 19 April were 777, 70013 and 92214.

Locos used at the Nene Valley Railway Diesel Gala on 17
 May were 31108, D1501, 31466, 60074, 9529, 73001,
 56312, 66748, D335 and 37324. 66750 replaced 66748 on
 the Sunday.

Trips to London

The following locos were seen on a trip to London on 13
 March:

Doncaster	66030
Doncaster C.H.S.	66431, 20305, 20308
Doncaster Yards	20303, 20309, 57002, 66511, 66595, 66003, 66185, 66715, 66731, 67028
Peterborough	56312, 66701, 66720
Ferme Park	66161, 66707
Bounds Green	08571
Hornsey	08892
Kings Cross	67005
St Pancras Cement	66095

West Hampstead 67020/67027, 66130, 66566,
37667/37605
Willesden Jct. 57311, 66012, 66112, 66130, 66140,
66161, 66177, 66847, 86605/86627,
90043
Kensington Olym. 66730
Clapham Junction 59202, 59203, 66728, 66850,
73119/73205/73212/73213

The following locos were seen on a trip to London on 22 May:

Shaftholme Junction 66748
Doncaster West Yard 20303/20309
Doncaster Station 20308/20305
Doncaster Yards 66530, 66197, 66021
Peterborough 66092, 66739, D1501, 40135, 37109
Biggleswade 66124
Bounds Green 08571
Hornsey 01529, 08892
Kings Cross 33207, 67021
Bethnal Green 90001, 90003, 90005, 90007, 90012,
90013, 90015
Denmark Hill 59001, 59202/59203, 66047, 66070,
70804, 73109
Stewarts Lane 73202
Clapham Junction 66118, 66731
Newark 66091

Trip to Nuneaton

The following locos were seen on a trip to Nuneaton on 3 April:

Aldwarke 66026
Derby 56302/56078/56087, 66709, 37601,
08899
Nemesis Burton 47375, 73105
Burton on Trent 66848
Tamworth 66002, 66155, 66221
Nuneaton 66096 Empty steel
66047 Cars
57310, 60015, 66112, 66421, 66702,
70802 Departmental
66066, 66078, 66148, 66425, 66427,
66714, 66707, 66722, 92002 Intermodal
66503, 66534, 66564, 70017, 90041,
90043, 90044, 90047, 86604/86609
86622/86639 Freightliners
67012 towing 90012 and 90036

Trip to Leamington Spa

The following locos were seen on a trip to Leamington Spa on 24 April:

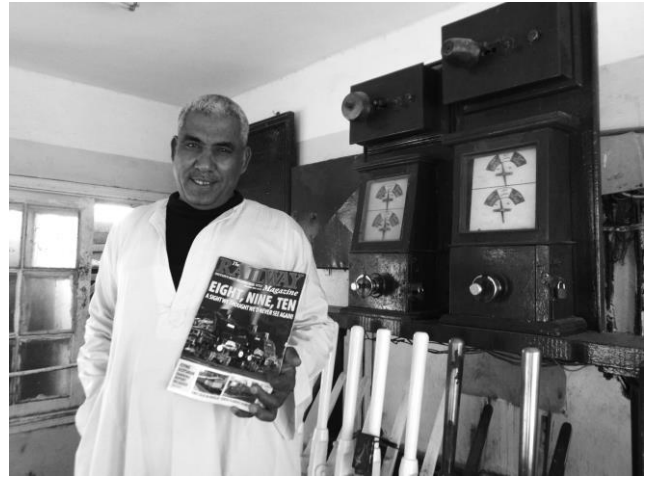
Derby 67003
Tamworth 20096/20107, 20118/20132 t.&t.
underground stock
Kingsbury 60092, 66181
Washwood Heath 66554
Lawley Street 66504, 66505, 66516
Saltley banker 66056

Tyesley 08616
Sheffield 70005
Roberts Road 66725
Doncaster 37601/37609
Leamington Spa 66151, 66162, 66745, 70804
Departmental
66080, 66104 Cars
31285 Test train
66100 Intermodal
66418, 66539, 66589, 66954, 70008,
70009 Freightliners
66093 Steel
67010, 67012, 67013 Marylebone -
Birmingham services

Egyptian Diary

The railway here is now back to normal with trains going through to Cairo, but while the service was interrupted various bus services to Cairo have started with offices just outside the railway station, as you approach the station you are met by touts trying to sell bus tickets, saying that its quicker by bus. The first Cairo train I noticed this year was the 13.00 departure on the 26 Feb, double headed by Henschals 3215 and 3186. Next visit to the station was on the 29th of March. 3216 arrived from Cairo, and 3170 arrived from Aswan at 12.45, as the Cairo departed. The train from Cairo was packed, carriage doors open, so we could see this chap laid in the vestibule end face down on the floor, said to Di, "Think we've got a deadun". Even when the train stopped he didn't move so other people on the platform were starting to think the same, not until the Buffet attendant threw water on him did he awake. Drama over! The Buffet guy has a big copper kettle and tray of plastic cups, when the train is in the station he walks up the train offering refreshments, made me think of Geoff and John when we used to go on those wonderful Pennine trips. I returned 2 days later to have about 5 hours there in the afternoon. 3185 arrived ex-Cairo, then the ex-Aswan train arrived double headed again with 3123 and 3031, departing 13.00. It's a wonderful place to relax and watch all the comings and goings. Newspapers being loaded and unloaded from the Cairo train, passengers with 4 crates of chickens and a live turkey walking alongside down the platform, so it is possible to time travel, see life as it used to be. Other locos noted 3152 standby, 3924, 3969 and 3986 on shed, 3996 on pilot. 3924 came off shed and onto the train to Quena. 3984 arrived ex-Esna, backed out the stock, then ran onto shed. While observing the arrival of the Esna train I was invited to have a chi in the station signal box, so joined the signalman for a chi, chat and a fag. It's all very relaxed, but apparently the controller had seen me enter the box and called the signalman, he replied saying he had Steve Payne here, that's typical of here as well everybody knows everybody. Anyway during our chat I was most surprised when the signalman showed me a copy of The Railway Mag, Dec 2012, had a look and tried to explain various articles to him. I was in the box for quite a time so missed the No of the Henschal that piloted EMD 3986 out on the train to Esna. After leaving

the box had a stroll down to the P.W. yard with the signalman to have a look at a Plasser Tamper & Ballast plough, and then stood in the main line to Aswan for him to take a photo of me posed in front of the EMD pilot. See what I say about time travel. Only other loco was 3982 which arrived ex Quena at 17.00. The new maintenance bay previously mentioned is being used to refurb coaching stock. We have the elections here this month for the new President, so hopefully things will get back to normal like before Mubarak was deposed, only thing then I couldn't photo the trains, so we'll have to wait and see. As I said it's a wonderful place to spend a few hours relaxing and watching the railway, a station like we all used to know and love, not a corporate shopping centre! Having said that, I can recommend a very nice Crepe Cafe just outside the station. Only other thing to mention is Luxor Railway Enthusiasts which you can get from your Facebook page, articles and photos most welcome! Attached a few photos. Best wishes, Steve, Egyptian correspondent.



Pennine Quiz No. 156

London Underground Quiz

Ken King

The first five questions are anagrams of London Underground stations:

1. Get report translated
2. Thames agenda
3. Railway gone bad
4. A London care aid
5. Thinking togetherness

The next five, where would you alight for?:

6. Somerset House
7. Little Venice
8. The Imperial War Museum
9. The Old Vic Theatre
10. New Scotland Yard

The next five are cryptic clues:

11. There's something about this girl and the French skeletal part
12. Portuguese Costa's error
13. Group of trees damaged by a boy
14. Make them envious
15. Last stop before going metric

Now 20 general questions:

16. Harry Beck is famed for designing the Tube map. How much was he paid for his work?
17. Since 1934 The Central Line has appeared as red on a map of the underground, what colour was it during 1933 & 1934?
18. How many London Underground stations are outside of the M25?
19. Which London Underground station has the largest car park?
20. Where at 60 metres is the longest escalator?
21. The fictitious Eastenders Station of Walford East is on which line?
22. ...and which two stations are either side of Walford East?

23. At which station, using disused platforms, were scenes for the Bond film 'Skyfall' shot?
24. Which station has the deepest lift shaft?
25. Which is the only Underground line to connect with all of the others?
26. In Cockney Rhyming slang what is the Underground known as?
27. At which depot are Jubilee Line trains maintained?
28. Which is the most Westerly Underground station?
29. Where in London is West Ashfield station?
30. Which are the only two stations which contain all of the vowels?
31. Between which two adjacent stations is the longest stretch of line?
32. What is the name of the 'ghost station' between Tottenham Court Road and Holborn unused since 1932?
33. From which Underground station did General Eisenhower broadcast that France had been invaded on 5th June 1944?
34. Which Underground line has the longest length of route Kilometres?
35. Which two stations appear on the current tube map but never see any trains?

Pennine Quiz No. 155

The Answers

- 1 Orange/tangerine
- 2 North Eastern
- 3 Sir Vincent Raven
- 4 Midland
- 5 Darlington
- 6 Lancashire & Yorkshire
- 7 Joem
- 8 T1
- 9 Baghill
- 10 69114
- 11 Wilson Worsdell
- 12 J27 0-6-0s and Q6 0-8-0s
- 13 Dairycoates
- 14 Marshland Junction
- 15 Sunderland
- 16 4-4-4
- 17 Springhead
- 18 Edward Fletcher
- 19 1951
- 20 Middlesbrough
- 21 Wrangbrook
- 22 North Eastern
- 23 Great Central, Great Northern, Lancashire & Yorkshire, Midland
- 24 Hull City
- 25 Carlton Towers

The Winner

Congratulations to the winner – Ken King.

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 18th June 2014

Paul Micklethwaite

Wednesday 2nd July 2014

Andy Barclay

'The slides of Peter Fox Part 2'

Wednesday 16th July 2014

John Law

'A Trip to Belgium and The Netherlands'

Wednesday 6th August 2014

Tony Caddick

Wednesday 20th August 2014

A digital Night

Wednesday 3rd September 2014

Robin Havenhand

Wednesday 17th September 2014

Alexa Stott

'A1 steam locomotive Trust'?

Acknowledgements

I would like to thank the following for their generous contributions to this issue: Linda Bladen, Tony Caddick, John Dewing, Ken King, Steve Payne, John Sanderson, Robin Skinner, Paul Slater and Tosca.

Next Issue

The Autumn 2014 issue of Trans Pennine (which will be a bumper edition celebrating 40 years of the Pennine Railway Society) is due for publication on Wednesday 17th September would contributors please let the coordinator have their information by no later than Wednesday 20th August. If you can, please email your contributions to david@whitlam145.freeserve.co.uk. If you are posting your contributions, it would help if you could post it in instalments and not leave it all to the last day – THANK YOU.

REMEMBER – If you have got a railway photo or slide from 1974 that is suitable for inclusion, please send it in with the details.

Southern Steam of '67

Greg Morse listens to the dying fall of the last great year of steam.

The wind blows lightly through the leaves as you lean on the fence and look into the distance. Soon the silence is broken by a familiar rhythm; soon a plume of smoke appears further down the line. Beside you, a cine camera whirrs into action and a dozen photographers prepare to capture another image for their next slide show. As you watch and wait, the rhythm grows louder and your heartbeat quickens.

Under the bridge, powers a mighty engine, a long train of carriages following on behind. The driver sounds the whistle; the fireman waves a greeting and a fusillade of shutters wink in double-quick time. The speeding wheels clack on the rail joints - just like they did in days of yore - but as the train vanishes towards Weymouth, you know that you'll soon see this cherished sight no more.

Although the death knell for steam was sounded in 1955 with the publication of the British Transport Commission's 'Modernisation Plan' for British Railways, it was really the economies pushed for by the infamous Dr Beeching eight years later that sped its demise. The worst year had been 1962, when almost 3,000 locomotives were taken out of service. Some, like the splendid GWR Kings, had been around since the 1920s. Some were even older, but others - like the BR Standards, of which 999 had been built between 1951 and 1960 - were barely 'run in'. For many, this was nothing short of a tragic waste.

The first of BR's regions to dampen the fires for good was the Western, but the last to use steam on express passenger trains was the Southern, which had withdrawn engines as it electrified area by area. By 1 January 1967, a mere 120 remained on its books, a fact which led the artist David Shepherd to record their last moments on canvas, spending many hours amid the ash and clinker at Nine Elms depot. As the third rail began to appear alongside the Waterloo to Bournemouth line, most trains remained in the charge of Oliver Bulleid's mighty Pacifics, which - while expensive to work and maintain - were highly impressive; those rebuilt in the 50s became even more so, leaving Southern Region managers in no doubt that they'd be able to handle most traffic needs until electrification was complete.

Of course, modernisation was gaining pace by this time, what with new liveries appearing on trains, new uniforms on staff and new posters on billboards and bridges. Many stations nevertheless retained their traditional benches, barrows and signs, so while Sinatra rubbed shoulders with Procol Harum in the hit parade, Waterloo saw kaftans and miniskirts mix with its flower stalls and kiosks. And as expectant passengers flicked through *Melody Maker* or *Vogue*, the departures board still cackled through destinations like cartwheels on cobblestones. Ignore the shopping precinct of the 21 century and imagine waiting beneath the clock at this Waterloo, a pink carnation in your button hole, a copy of *The Times* under your arm.

A diesel hums low at the head of an Exeter express; an electric glides in from Portsmouth, but haunting whistles

and barking exhausts reign supreme. Steam pervades the air as a Standard tank brings in a long rake of coaches. The shunter, who's been hanging about by the ticket gates, disappears between the buffers to uncouple, before a huge locomotive reverses past her platform-end admirers to 'hook on'. Like many steam engines of this period, her green paint is caked in soot and grime, bar a small patch on each cabside, which the driver has rubbed with cotton waste to reveal the number: 35007, a Merchant Navy once named *Aberdeen Commonwealth*, but whose nameplates - like many others - have since been removed for safe keeping by staff, enthusiasts or persons unknown. With the signal green and the 'right away' given, the engine struggles hard to move the train up the grade, its driving wheels slipping, its connecting rods flailing as the sun reflects off the white discs on its bufferbeam.

Some Southern drivers were looking forward to the comparative comfort of the cab after years on the footplate, but for a large number the summer was tinged with an autumnal chill: they knew the end was coming, and the final fling they enjoyed - with bearings worn, regulators opened wide and coal shovelled on by the hundredweight - resulted in logbooks-full of astonishing performances. Many steam buffs, photographers and home movie enthusiasts relished the sight of the old engines as they thundered past, their green retinue broken only by the odd flash of blue and grey. The magic 'ton' was reached on several occasions, but when No. 35003 *Royal Mail* touched 105.88 mph between Winchfield and Fleet as it worked a train from Weymouth on 26 June, it was the last time a steam locomotive performed such a feat in Britain.

By now, the famous Bournemouth Belle had switched to diesel traction, but there were hopes that a 'proper engine' might be reinstated for the last-ever service, which was to be worked on Sunday 9 July. Sadly, it was not to be, steam in the south bowing out instead on a nondescript parcels train. The new order took over the next morning, but while electrification brought sleeker services and higher passenger numbers, it also condemned Southern spotters to a diet of bland multiple units, whose beauty would only be realised years later, when they too were deemed 'life-expired'. For those who remember, they - and most of what followed - will always be 'boxes on wheels'. Steam had personality; steam engines breathed. By August 1968, they were all gone, seen by BR as part of an inefficient past; from January 1969, even preserved locomotives would be banned as the company looked forward to a high-speed future. Thankfully, the return of No. 6000 *King George V* to the main line was only a couple of years away.

But, of course, it could never be the same...

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