

# TRANS PENNINE

The Magazine of the Pennine Railway Society



**40th Anniversary Year**

**1974 - 2014**

**Autumn 2014**

## **Photos**

### **Front Cover**

The photo taken by Geoff Griffiths, shows D1025 at Westbury in August 1974.

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

## Committee Briefs

### 40th Anniversary Celebration Lunch Reminder

**We need to let Peak Rail know in advance which menu options we want so if you have booked places and have not already done so, 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](mailto:pennine.digital@outlook.com) or by post to Linda at 18 Fonglove 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.

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](http://www.peakrail.co.uk)

### Digital Image Competition 2014

Following the success of the first competition for member's digital images in 2013, this will now be an annual event. The next competition will take place at the social evening on Wednesday 17th December 2014. We encourage as many members as possible to enter. The criteria are that you must have taken the image yourself and the content must be of a railway nature (including light rail). It can be an image taken with a digital camera but may also be a print or a slide which you have scanned and converted into a digital image later. If you cannot attend on the night you can still enter. Each person can enter up to 5 images. ALL images MUST be passed to Linda Bladen by Monday 15th December. We cannot accept any images after that as we will not have time to rename them and merge them into a show.

There are a number of ways to pass the images to Linda:

- By email to [pennine.digital@outlook.com](mailto:pennine.digital@outlook.com)
- On a memory stick\*\*
- On a DVD\*\*
- On your camera's memory card\*\*

\*\*Linda will bring her laptop to the meetings on 19th November and 3rd December. If you bring your memory stick / DVD / memory card on one of those nights your images can be copied directly then.

We're sorry we cannot accept images which are already in Powerpoint presentations.

Please do not worry about the size of the image. If it requires to be resized to show properly, Linda will do that. Once all the images have been saved they will be renamed so that they are anonymous and will then be shown in a random order.

Like last year the audience will again judge the images on the night.

Each member of the audience will rank their top 5 images. You will not be able to vote for your own images.

Each image ranked No 1 will score 5 points, No 2 will score 4 points, No 3 will score 3, No 4 will score 2 and No 5 will score 1 point. All the points from the audience will be added together to determine the result.

There will be prizes and trophies for first, second and third places.

On the night there will be a quiz for everyone to join in while the scores are being added up.

If anyone has any questions, please either see Linda at a meeting or email your question to [pennine.digital@outlook.com](mailto:pennine.digital@outlook.com).

### Treasurers Report 1974 – 2014

Treasurer, John Sanderson, tells us that total income / expenditure in the 40 years of the Society exceeds £99,000 (if you can believe the figures as Robin would say).

### Franchise News

Govia beat FirstGroup to the new Thameslink, Southern and Great Northern franchise. This franchise brings together Thameslink, Great Northern (both run under First Capital Connect) and South Central franchises, serving London, Brighton, King's Lynn, Peterborough, Cambridge, Bedford, Luton and Gatwick Airport.

Govia is 65% owned by Go-Ahead and 35% by French firm Keolis.

### Barry Scrapyard

The biggest scrapyard of steam locos was Woodham Bros of Barry Dock. By 1968, 297 engines were on site. In all, 213 engines were rescued, the last in January 1990 going to the West Somerset Railway. Luckily the scrapyard found it easier and more economical to cut up coaches and wagons, leaving most of the locos sitting redundant.

### Sheffield Supertram Passenger Numbers Fall

Sheffield Supertram lost 1.8m passenger journeys last year (down from 14.4m to 12.6m) as a result of major engineering works. Summer rail replacement work will only be completed by 2016.

## Caledonian Sleeper

Serco has won the new Caledonian Sleeper franchise from 1 April 2015. A new fleet will be in service from 2018, 72 bespoke sleeper vehicles built by CAF and leased from Beacon Rail. They will form 4 trains equipped with "cradle" seats as well as "innovative pod seats" which will be capable of being transformed into flatbeds. Business class cabins will have en-suite showers and toilets. There will also be standard class cabins and a brasserie-style Club Car. All will replace the present BR-built Mk3 vehicles. The train services Aberdeen, Inverness and Fort William from London.

The only other remaining sleeper service is the Night Riviera between London and Penzance.

## Edinburgh Taxi Ban

Network Rail has banned taxis, and private cars, from the station concourse. Passengers must now use the ranks outside the station.

## Trans Pennine Improvements

FTPE has improved services across the Pennines with 5 trains per hour running between Manchester and Leeds, an increase from 4 per hour, and a new hourly service between Liverpool and Newcastle via Manchester Victoria.

## New Stations in West Yorkshire

Two new stations are to be built between Bradford and Leeds, at Kirkstall Forge and a park and ride site at Apperley Bridge.

## End of T68s

The end of May saw the last running of Metrolink's T68 tramcars, introduced in 1992. A final journey was made along the network's early routes, Piccadilly, Eccles, Bury and Altrincham.

## Railfreight 2013-2014

Figures show that coal accounted for 35% of all rail freight carried in 2013-14. A worrying statistic given the constant pressure to reduce the amount of coal burnt as renewable energy generation increases. Recently Didcot has closed and units decommissioned at Ferrybridge.

## Eurotunnel Sunk

Eurotunnel's ferries have been banned from Dover for 10 years. It bought "Berlioz" and "Rodin" from SeaFrance in 2012 after its collapse and formed MyFerryLink. The Competition and Markets Authority has said Eurotunnel has too large a share of the cross-Channel market.

## Little Stations

Some of our more unusual stations include:

- Dunrobin Castle (Inverness - Wick summer only), the private station of the Dukes of Sutherland, adjacent to the stately home. The trainspotter third Duke built it in 1870 and had his own personal locomotive and train
- Buckenham (Norwich - Lowestoft) deep in the Norfolk Broads is for twitchers, the bird sanctuary outnumbering the annual passenger total of 79
- Berney Arms (Yarmouth - Norwich), Britain's smallest station with a platform one carriage long, built in the middle of a marsh, accessible only by train or boat and the nearest road 3 miles away, but a good pub a short walk away
- Reddish South (Stockport - Stalybridge) with one train per week (09.26FO to Stalybridge) - a "parliamentary service" to avoid a closure notice. The "Stalybridge Flyer" is a gricers' favourite. There is a bare asphalt platform, no seat and no lighting
- St Keyne Wishing Well Halt (Liskeard - Looe), the only station with "Halt" in the name. The well is a few minutes up the hill from the platform, named after St Keyne, a 5th century holy woman who imparted magical powers to the waters whereby "whichever of a married couple should drink of them first, he or she would have the mastery of their wedded life"
- Dilton Marsh (Salisbury-Westbury), formerly a "Halt", a station for those wanting to cast a line in well-stocked lakes

## Barrow Hill

The Society had another successful visit on 25th June. Good weather greeted our party of 20+ members. We were able to visit the DPS shed, but only "Tulyar" was there. Plenty of other locos to be seen and photographed, particularly "Blue Peter" stabled at the "station platform". A substantial donation was again made to the Barrow Hill Engine Shed Society.

## Essex Thameside

The 15-year "mega" Essex Thameside franchise (Thames / Southern / Great Northern) has been awarded to the National Express c2c operation, much to the disappointment of FirstGroup.

## End of Routemaster Service

July saw the end of Routemasters on Heritage Service 9 (Trafalgar Square - Kensington High Street), according to TfL because of the introduction of "Borismasters" which has reduced the popularity of the vintage buses. The only remaining Heritage Service is part of Route 15 (Trafalgar Square - Tower Hill).

## Bargain Fares

On 28th June your Treasurer was quoted £9 for the 6th September 12.57 St Pancras - Sheffield journey (£6.67 with a Railcard). That fare's not been seen for a while!

## Eurostar to French Riviera

Eurostar is to run trains from St Pancras International to Marseille from 1 May 2015. It will run all year round calling only at Lyon and Avignon. The journey time will be 6hrs 15mins, but the return journey 1 hour longer because of immigration and custom checks coming back into Britain. It is not yet known how many days a week the service will run. Marseille has easy rail connections to Nice and Cannes.

Eurostar currently runs a weekly summer only service to Avignon.

## Docklands Light Railway

Serco has lost its contract to operate the Docklands Light Railway to a joint venture between French group Keolis and Spanish firm Ferrovial, which owns Heathrow airport. Serco had run the DLR since 1997.

## King's Cross - Best in World

King's Cross station has been voted the best railway station in the world for food and drink and the station's Parcel Yard pub the best food and drink outlet.

## North Queensferry Restored

The late Victorian period station building on the up platform at North Queensferry has been superbly restored. The station replaced the former ferry terminal which became unnecessary when the Forth Bridge opened in 1890.

If you visit, try a walk across the Forth Road Bridge, superb view of the rail bridge from the pathway.

## Stranraer Safe

The future of the Ayr-Stranraer line has been confirmed. There were fears for the future after Stena Line moved its ferry terminal station away from the town with foot passengers taken by bus from Ayr station.

## East Coast Main Line

The state-owned East Coast Main Line paid £235m in profits back to the taxpayer in its final year, meaning the franchise has returned more than £1bn to the Government over its 5 years. Nevertheless the Government is determined to hand the railway back to private ownership. The three shortlisted bidders are First Group and joint bids from Keolis / Eurostar and Stagecoach / Virgin.

## Nottingham Express Transit

Most of the 22 Alstom Citadis trams to serve the enlarged NET network have been delivered but it is not yet known when the two lines which form Phase 2 will be open (to Clifton on line 2 and Chilwell / Toton line 3). All lines will be accessible from Nottingham station.

## West Coast Developments

Virgin has secured a contract to operate intercity services on the WCML until March 2017 and will now start work to introduce new direct services between Shrewsbury, Blackpool and London from December. It will also convert 21 first class coaches to second class. Aspiring open access operator, Great North Western Railway Company is seeking to operate six daily return journeys between London and Blackpool and another route between London, Manchester Victoria, Huddersfield and Leeds. Network Rail has not agreed to its request to operate a further two routes to Bradford and the Cumbrian Coast. Virgin will object to any GNRW proposals on the grounds that it would run these services if Network Rail would agree.

## Ilkeston Station Delay

Start of work on a new station at Ilkeston has been delayed after great crested newts, a protected species, were found. Start of work has been put back from June to October, with opening planned for December postponed until June 2015. Environmentalists are also protesting about damage likely to be caused to woodland by doubling the track through Dore and Totley and the creation of a loop at Grindleford, part of improvements planned to the Hope Valley line.

## Virgin Super Voyager Maintenance

Bombardier has secured the contract to maintain the fleet of Virgin Class 221 DEMUs until 2019. The main maintenance depot is Central Rivers, near Burton upon Trent. Units are also maintained there for Arriva CrossCountry.

## Crossrail Operator

The concession to operate London Crossrail services has been awarded to MTR. MTR Corporation operates the Hong Kong metro and is also a partner with DB on the present London Overground concession. It will operate from 31 May 2015 between Liverpool Street and Shenfield, taking over the stopping services currently operated by Abellio Greater Anglia and the existing trains. New trains built by Bombardier will start to enter service from 2017. The route through central London is scheduled to open in late 2018, with the full service between Shenfield and Abbey Wood in the east to Heathrow Airport and Reading in the west set to start in late 2019.

## Lincolnshire GNGE Modernisation

New signalling and modernised level crossings on the Great Northern Great Eastern line between Peterborough, Spalding and Doncaster will see the closure of 12 mechanical signal boxes. Get your photographs quickly!

## Ultra Class 73

The first prototype of Network Rail's new "Ultra73" locomotives (73952) had been unveiled at Derby. It will be as powerful operating under diesel power as it does on the 750V third rail.

## Chiltern Class 68s

New Class 68s being built for DRS by Vossloh in Spain are being delivered. Six will be sub-leased by Chiltern for its "Main Line" services between London and Birmingham, replacing Class 67s presently running between Marylebone and Birmingham Moor Street.

## Dawlish Options

A number of options have been put forward to improve the resilience of the GWML to the far south west following major storms which severed the line in February. Options are:

- Continue current maintenance policy on the existing route
- strengthen the existing railway
- reconstruct the former L&SWR route from Exeter to Plymouth via Okehampton
- construct a double track line on the alignment of the former Teign Valley branch from Exeter to Newton Abbot
- five alternative routes providing a new line between Exeter and Newton Abbott (Alphington - Ware Barton, Exminster - Ware Barton western alignment, Exminster - Ware Barton eastern alignment, Exminster - Bishopsteighton and Dawlish Warren - Bishopsteighton)

## Night Riviera

The Night Riviera rolling stock is to be refurbished and sleeper maintenance facilities transferred to Penzance, replacing the existing depot at Old Oak Common where land will be needed for the Crossrail / HS2 interchange.

## Scarborough Spa Express

The dry conditions so far this summer has seen a steam ban imposed by Network Rail on the North Eastern region resulting in the Scarborough Spa being diesel hauled over the period. Large logo liveried 47580 has been the booked power most days and in an attempt to boost passenger numbers prices were dropped in August and the train renamed "the Seaside Flyer".

## Light Rail News

The good news in Blackpool is the official setting up of the "Blackpool Heritage Trust" to take over the C fleet of heritage trams. The key aims of the trust are to "Ensure a secure future for the unique Blackpool heritage tram fleet and to continue to work with Blackpool Borough council and Blackpool Transport to ensure that they remain available for use on their home system as a major tourist attraction for the town". Early days yet but this hopefully will give access to new funding streams and secure the trams from any future change of policy by either the council or transport operator.

On METROLINK the latest tram to arrive is 3087 on 16th August. In the other direction, T68s 1015 and 1018 have made the one way journey to Booths scrapyards in Rotherham. 1014 and 1016 are being prepared for shipment as these notes are compiled.

And finally and at long last the much delayed, overbudget, shortened but long hoped for system in EDINBURGH opened on the early morning of 31st May when tram 275 picked up its 1st load of eager passengers at the Gyle Centre stop. The CAF trams are certainly very impressive as they glide down Princes Street dominating the centre of the road rather like the cars of the old system which closed in 1956.

A bit of advice for anyone planning a visit. Although roving ticket inspectors ride the trams they do NOT issue tickets only penalty fares. Either buy your tickets from the platform ticket machines which are fairly simple to operate or, as the operator is Lothian Buses, you can obtain a day ticket from a bus driver although again beware as neither the ticket machines or buses give change. The £3.50 day ticket is valid on the Trams/buses as far as INGLISTON PARK & Ride stop. BEWARE as the next stop, AIRPORT, is outside the city boundary and the day ticket price rises to an eye-watering price of £9!!

A brief description of the route – From the city end the route starts at a stub terminal at YORK PLACE. Heading west a sharp curve takes the trams up to ST ANDREW SQUARE which is the nearest stop to Waverley station. Another sharp curve takes the trams onto the famous thoroughfare of PRINCES STREET with an island platform adjacent to the mound. After negotiating the busy Lothian Road junction and heading down Shandwick Place the next stop is WEST END - PRINCES STREET. After negotiating another busy road junction the next stop is the busy tram/train interchange at HAYMARKET with the recently rebuilt station providing a far better interchange than Waverley provides. After Haymarket the route diverges from the roadway turning left to run at the side of the railway and around the rear of the Scotrail Haymarket Depot (no Deltics these days!) to the next stop at MURRAYFIELD STADIUM. Continuing at the side of the railway stops at BALGREEN, SAUGHTON and BANKHEAD follow before another impressive tram/train interchange at EDINBURGH PARK STATION. A sharp curve and bridge over the railway takes the tram on to the next stop at EDINBURGH PARK CENTRAL then onto the shopping centre and bus interchange at GYLE

CENTRE. A further series of sharp curves under the main Edinburgh / Glasgow dual carriageway road brings the tram past the tram depot to the GOGARBURN stop. The tram now runs out through the countryside to the penultimate stop at INGLISTION PARK AND RIDE. With the airport in the distance the tram screeches round a final sharp right hand curve and heads down to the island platform at the EDINBURGH AIRPORT stop, a distance of approx. 8 miles.

As things stand there are 27 trams (251 to 277) in the fleet which were built when the system was planned to go down to Leith. With the shortened route as things stand only 11 or 12 are normally needed in service but it is understood that all the fleet is to be rotated in traffic rather than be mothballed after attempts to loan surplus cars to other systems failed.

## Rails to Londonderry

### Paul Slater

The line from Belfast to Londonderry was opened in stages by three local companies, and in due course became the principal route of the Midland Railway's network in Northern Ireland, the Northern Counties Committee lines. Londonderry was the terminus of two lines of 5 feet 3 inches - the Northern Counties Committee and the Great Northern - as well as the narrow-gauge County Donegal and Londonderry & Lough Swilly systems; a mixed-gauge line linked the different termini and the city's docks. The Northern Counties Committee terminus at Londonderry was named Waterside, and was on the east bank of the River Foyle, opposite the historic city centre.

In 1983 and 1984 I made a number of journeys over the railways of Northern Ireland, and one day I travelled as far as Londonderry. I noted that the line was still double track between Antrim and Ballymena, and that somersault signals were still in use at many locations, although Coleraine and Londonderry were signalled by colour-lights; the Waterside station at Londonderry had been replaced by a new terminus. Ballymoney had black-and-yellow nameboards, a change from the modern blue-and-white Northern Ireland Railways nameboards and the old red-and-white ones. Many stations on the Londonderry line incorporated half-timbering, which to me struck a very English note. All trains on the line were operated by diesel-electric multiple-units of Northern Ireland Railways in maroon or maroon-and-white livery, some running from Belfast through to Londonderry and others only as far as Ballymena. Scenically, the most attractive part of the journey was the coastal section near Castlerock, with high cliffs, the magnificent ocean beach of Magilligan Strand, the headlands of Donegal visible across the water, and the mountain of Binevenagh making a dramatic sight to the south.

By the time I went to Londonderry, the former Northern Counties Committee line was the only one to the city, the Great Northern line and the two narrow-gauge ones having closed. On a visit to the Railway Preservation Society of

Ireland's depot at Whitehead I had seen Londonderry Port & Harbour Commissioners 0-6-0ST "R.H. Smyth", also a Great Northern 4-4-0 of a type which might have worked to Londonderry over the company's route. In Belfast Transport Museum I had seen a County Donegal 2-6-4 tank as well as Northern Counties Committee 4-4-0 no. 74 "Dunluce Castle", representing two more classes of locomotive which would have worked to Londonderry; the LMS-built "Dunluce Castle" in its crimson livery looked very like a Midland 4-4-0, and I remember thinking that on a trip which gave me my first real sight of Northern Ireland's troubles, the locomotive looked reassuringly familiar. In Londonderry I glimpsed another County Donegal 2-6-4 tank awaiting restoration behind the old narrow-gauge terminus, but the site was closed and I could not get a proper look.

From the riverside path outside the station, Londonderry looked very attractive, with the spire of the cathedral crowning the hill on which the city centre is built, but after I had spent an afternoon there I felt that it was a grim and frightening place, with soldiers and armed police everywhere, and many buildings derelict or boarded up. From the imposing city walls I looked down at the Bogside, where every house and block of flats seemed to be daubed with IRA slogans. I went to the city's bus station, where I saw that the name of the Londonderry & Lough Swilly Railway lived on in the Lough Swilly bus company; then I returned to the walls for a time before having a meal in a cafe near the station and catching a train back to Belfast.

Several years later, on holiday with Chris, I saw some remains of the Londonderry & Lough Swilly Railway, had a ride on a re-laid stretch of the County Donegal Railways, and finally got a photo of one of the red County Donegal 2-6-4 tanks, as "Drumboe" was on display at the restored station at Donegal town. No Londonderry & Lough Swilly Railway locomotives have been preserved. I have never been back to Londonderry, but from television programmes I have learned that there are new sculptures and murals in the city as well as a new Peace Bridge, and new trains on the line from Belfast.

## Pennine Observer Notes

### Eastern Region

Recent sightings at Doncaster have been:

Jun 5 67024 Wabtec  
66427 C.H.S.  
66106 Rails  
66501, 66566 Freightliners  
66201, 66707 Intermodal  
66149 Steel  
66027 Stone  
66711 Sand  
66616, 66724 Departmental  
66145 Gypsum  
67029 Derby management train

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Jun 5	66059, 66108, 66181, 66562, 66708, 66715, 66716, 66735 Coal 60065/66160, 66104 Light engine movements	Jul 24	67008/67019 Standby 66427, 66753, 66756 Roberts Road 20308/20309 C.H.S. 66204 Rails 66060, 66704 Departmental 66721 Sand 66160 Stone 66039 Steel 66131, 66729 Intermodal 66414, 66955 Freightliners 47843 Light engine 66181, 66520, 66554, 66701, 66707, 66736, 66748 Coal 66722 Gypsum
Jun 12	67015 Standby 20303/20309 West Yard 20305/20308, 66427 C.H.S. 66162 Rails 66059 Light engine 66418, 66542 Freightliners 66001, 66728 Intermodal 66043, 66054, 66605, 66727, 66733, 66748 Coal 60017, 66739, 66956 Departmental 66098 Steel 66613 Empty limestone 66721 Sand 66106 Stone 66128, 66732 Gypsum 458502, 318264 West Yard	Jul 31	67005, 67008 Standby 31105 Network Rail test train 66429, 66745, 66755, 66756 Roberts Road 66752 Doncaster – Toton 66534, 66590 Freightliners 20308/20309 C.H.S. 66059, 66707/66708 Intermodal 47812/47815 Gypsum 66183/66041 Stone 66751 Sand 66034, 66104 Light engine movements 66044 Steel 66040, 66716, 66744 Coal
Jun 26	67005, 67029 Standby 66002 Rails 60035 Light engine 60007, 66192, 66559, 66707 Departmental 66543, 66532/66570 Freightliners 20303/20305/20308/20309, 66425 C.H.S., 66154, 66703 Intermodal 90028 Charter Finsbury Park to York 66718 Sand 66051 Stone 47843/66739 t.&t. gypsum to Hull 66031 Steel 66512, 66597, 66957, 66015, 66702, 66716, 66744, 66748 Coal	Aug 14	67005, 67029 Standby 70807 West Yard 47703, 47727 Wabtec 66719, 66739, 66755 Roberts Road 20308/20309 C.H.S. 66534, 66570 Freightliners 66027, 66079, 66534, 66733 Light engine movements 66015, 66705/66714 Intermodal 60100 Rails 66754 Doncaster – Toton 66080 Departmental 47812/47843 Gypsum 66747 Sand 66177, 66530, 66708, 66717 Coal
Jul 3	67008 Wabtec 67029 Standby 47739 West Yard 66019 Rails 66516, 66534 Freightliners 66046, 66706, 66712, 66726, 66748 Coal 66170, 66751 Intermodal 66067, 66720 Light engines 66957, 66737 Departmental 66707 Sand 66017 Stone	Recent sightings on the Gainsborough – Barnetby line have been: (On coal trains unless stated otherwise)	
Jul 17	67008, 67019 Stand by 31105 Network Rail train 20303/20305 C.H.S. 66712, 66714, 66719, 66721, 66753, 66755, 66756 Roberts Road 20308/20309, 47812, 66142, 66165, 66738 Light engine movements 66541, 66590 Freightliners 66194, 66705 Intermodal 47843/31271 Barrow Hill to Wensleydale 66107, 66174, 66745 Departmental 66737 Sand 60063 Stone 66075 Steel 66037, 66183, 66513, 66716, 66717, 66731, 66740 Coal	May 8	66162 on oil train 66726
		May 9	66726, 66746
		May 10	66025
		May 12	66025
		May 14	66721
		May 17	66162, 66511
		May 20	66710
		May 21	66710
		May 22	66748
		May 23	66749
		May 27	66711
		May 29	66023 light engine 66728
		May 30	66751

May 31 66175, 66182  
 Jun 2 66023  
 Jun 3 66130, 66708  
 Jun 5 66130, 66708  
 Jun 7 66162  
 Jun 10 66054  
 Jun 12 66108  
       66171 on oil train  
 Jun 13 66025  
 Jun 19 66748  
 Jun 20 66108  
 Jun 21 66007  
 Jun 25 66748  
 Jun 26 66136, 66744  
 Jun 30 66706  
 Jul 1 66712  
 Jul 3 66109, 66706  
 Jul 4 66136, 66727  
 Jul 5 66109  
 Jul 7 66709  
 Jul 8 66718, 66724  
 Jul 9 66080 on biomass train  
 Jul 10 66120, 66724  
 Jul 11 66080 on biomass train  
       66706  
 Jul 12 66164  
 Jul 14 66027 on biomass train  
       66709  
 Jul 16 66147  
 Jul 17 66164  
 Jul 18 66719  
 Jul 21 66110  
 Jul 23 66198  
 Jul 24 66748  
 Jul 25 66198  
 Jul 26 66037  
 Jul 28 66132  
 Jul 29 66744  
 Jul 30 66744  
 Jul 31 66112, 66716, 66744  
 Aug 1 66716, 66744  
 Aug 2 66076 on p.w. train  
 Aug 5 66132, 66708  
 Aug 12 66717  
 Aug 14 66717  
 Aug 16 66035  
 Other recent sightings have been:  
 May 16 66128 on Biomass train at Selby  
 May 24 66044 on goods train, 66155 on steel train and  
       66710 on e.c.s. at Retford  
 May 31 66548 on coal train at Joan Croft Junction  
 Jun 14 66108, 66136 and 66142 on coal trains at  
       Barnetby  
 Jun 20 66617, 66621 and 66606 at Hope sidings  
 Jun 22 66614 and 66604 at Hope sidings  
 Jun 26 66023 on Biomass train at Selby  
 Aug 2 66013 on goods train, 66076 on p.w. train and  
       66716 on coal train at Hatfield and Stainforth  
 Aug 16 66193 and 66717 and on coal trains 66102 on oil  
       train

Locos noted at Peterborough on 13 June were 66707, 66717, 66721, 66744, 66703, 66716, 60010, 66702, 66730 and 66080.

The "Grand Depart" of the Tour de France took place in Yorkshire over the weekend of 5/6th July and vast crowds descended on the local railway network providing a stern test especially for Northern. On the Saturday the following were noted at Leeds - 47841 top/tail 47853 on Scarborough / Liverpools; 67006 top/tail 67027 on Leeds / Harrogate; 47810 top/tail 57308 on Leeds / Harrogate and HST 43312/43313 on Leeds / Harrogate. On the Sunday 47813 top/tail 47853 worked through Sheffield on a 14.00 Man Picc / Doncaster and return 17.50 Doncaster / Liverpool service conveying DRS liveried mark 2s. Locos seen at Peterborough on 13 July were 66742, 66704, 66744, 66746, 66748, 66702 and 66728.

## Western Region

The 2E75 1125 Par / Exeter St Davids and return 2C51 17.50 Exeter St Davids / Penzance were worked by GWR green 57604 on 19 July. This summer Saturday working which uses the day coaches off the Night Riviera sleeper has provided the now rare sight these days of a loco hauled service in Devon and Cornwall. Workings so far have been 24-31 May - 57602, 7 June-5 July - 57605, 12 July-9 August - 57604.

Sunday 20 July saw 5029 "NUNNEY CASTLE" storming along the seawall section at Dawlish on the "Torbay Express" steam excursion train from Bristol to Kingswear. No steam ban on the Great Western although a delayed departure on the return from Kingswear ensued due to the continuing industrial action by the fire brigades union.

## Midland Region

Recent sightings have been:

Jun 18 67013 on northbound Chiltern service at  
       Leamington Spa  
       66078 on goods train and 70009 on container  
       train at Dorridge

Jun 20 08924 at Speke Junction  
       70020 at Runcorn

Jun 21 86613 and 57306 at Crewe Gresty Lane  
       60007, 66206 and 66557 at Warrington

Locos seen in the Wembley area on 1 June were 66168, 66069, 90034, 90036, 90018, 67006, 67026, 66160, 86401, 87007, 87002 and D3671.

Locos noted at Crewe on 21 June were 57308, 67021, 66012, 66030, 66177, 92928 and 70001.

## Scottish Region

A few days in Edinburgh in June to sample the new tram system saw 67004 on the Fife Circle commuter services hauling the hired in Riviera trains rake of Marks 2s. On Monday 9 June the 23.40 Edinburgh / Euston sleeper was worked by 90028.

Locos seen at Edinburgh on 14 June were 90039 and 66557. Noted at Craigtinny were 08472 and 08615.



## Railtours and Charter Trains

Locos seen on railtours and charters have been:

May 31 ("The Topper Chopper") 20308, 20305, 37419  
 Jun 21 ("The Scenic Settler") 66135, 70002  
 Jun 26 ("The Yorkshire Detour") 90028, 60035  
 Jul 13 ("The Humber Bosun") 6091, 66132

## Preserved Railways

Locos used at the Nene Valley Diesel Gala on 17 May were 31108, 47402, 31466, 60074, D9529, 73001, 56312, 40135, 37324 and 66748 (replaced by 66750 on the Sunday).

Locos working at the Middleton Railway Diesel Gala on 7 June were Tiny, 7051, D2999, Mary, Austin No. 1, 138C, Carroll and Courage,

Locos used at the Keighley & Worth Valley Diesel Gala on 7 June were 08266, 33035, 37075, 20031, D5217, D5830, D32 and 25059.

Locos working at the Wensleydale Diesel Gala on 19 July were 60091, 37218, 66721, 37250, 31271, 20110, 20305 and 20305.

Locos used at the East Lancashire Railway Class 14s @ 50 event on 25/26 July were NCB 38 (D9513), D9520, D9521, D9523 (failed on first trip), 14901 (D9524), D9526, D9531, D9537, D9539 and D9555.

Locos working at the Midland Railway Butterley Midland Railx event on 17 August were D7671, 47401, 31271, 45108 and 778 on the narrow gauge system.

## Trips to Nuneaton

The following locos were seen on a trip to Nuneaton on 19 June:

Nuneaton	66076 Cars
	66516, 66534, 66571, 66572, 66954, 86637/86614, 86610/86607, 90016, 90041, 90049
	Freightliners
	66060, 66132, 66303, 66433, 66703, 66720/66728, 92019 Intermodal
	66139, 66187, 66618, 66705, 66719, 70805
	Departmental
	66207 Steel
	57311, 37602/37604 Charter Bangor to Euston
	57311/37402, 57306, 90020/90028 Light engine movements
Tamworth	66122 Stone, 66422 light engine
Roberts Road	66706, 66745, 66751
West Yard	67005, 67024 Standby
	C.H.S. 66425
	66097 Scunthorpe to Southall binliner

The following locos were seen on a trip to Nuneaton on 7 August:

Nuneaton	66016, 92010 Cars
	66060, 66187, 66193, 66304, 66424, 66718, 66727, 66741, 92041 Intermodal

66149, 66151, 66719, 66743, 66746  
 Departmental  
 66533, 66534, 66542, 66569, 66571, 70015,  
 86605/86628, 86613/86638, 90043, 90045  
 Freightliners  
 66545/70009, 57307/47790, 86259, 90034 Light engine movements  
 67030 on test with two DVTs

Derby 56303  
 Tamworth 66060, 66082, 20132/20118/20107/20096  
 Roberts Road 66748  
 Doncaster West Yard 67005, 67008  
 Wabtec 47703

## Trips to Glasgow Central

Two trips to Glasgow Central (23 and 25 June) produced the following units:

380001-003/006-015/017/018/020-022, 380101/104/107-112/114-116, 314201/203-206/208/210-212/214/215, 350404/405/409, 390050/124/131.  
 156430/432/433/435/437/439/442/449/462/467/478/492/496/501/502/504/506-509/511-513.  
 Low Level station: 318251/255/259/262/265/266, 320302/305/308-310/314/319.  
 Locos seen were 66086 and 66087.

## Egyptian Diary

This is my first visit to Luxor station for a while, 31st July for just under 3 hrs. We had Ramadan in June through to July, and on my visit it was the Festival of Eid. A very busy station, with a lot of trains heading to Aswan; it's the busiest I've seen it.

Digressing: - Before I reached the station I met a friend with his horse drawn Caleche, he kindly offered me a lift to the station which I accepted, so off we went, but on going round a corner the horse slipped on a metal plate in the road and went down, not very pleasant as the horse was struggling to get on its feet again. The driver, myself and bystanders helped to get the horse back on its feet, and straighten one of the shafts of the caleche. After getting the horse back in harness we finally reached the station. It always amazes me in Luxor how the community helps each other, this incidence all cleared up and road traffic running without a stoppage, without police in attendance! The first train I saw in the station was in fact the 13.00 heading for Cairo, doubled headed by Henshal 3111 and Cl-66 2162, first time I've seen that combination. Then it was one train after the other heading to Aswan, 3179 on the 13.30 A/C First class, 3176 on the 13.45 A/C First class. Then about an hour later we had 3165 arrive ex Cairo and depart to Aswan, followed by 3099 again arrive ex Cairo, depart Aswan, these both second class trains. Then 3145 arrived ex Cairo and terminated, loco onto shed and stock moved to carriage sidings by station pilot EMD 3944. Locos noted on shed that day 3865, 3884, 3965, 3996 and 2465. While the main line trains were arriving and departing we also had the local arrival from Esna south of Luxor with 3970 in charge. This terminates in the

bay platform. 3865 came off shed and onto the Esna train for the 14.15 departure, 3rd class. Also during this busy period a freight appeared ran through on the station avoiding line that runs behind the shed, a long train of bogie tanks with guards van and at the rear 3 empty bogie cattle wagons (probably for camels!). This was hauled by one of the Evolution class (Obamas). I took a few photos on the day, but thought better not take one of the freight. Good job didn't take one, as I was approached by a guy in plain clothes later on and asked not to take anymore photos. Mind you I was wearing a white tee shirt saying Bring Back British Rail, will have to be more incognito next time. Other movements 3944 bought in 5 bogies 3rd class local stock, 3884 came off shed and onto the train for the 15.15 departure to Quena. Finally 2 light engine Obamas came on shed 2407, 2406. A couple of the EMDs were in a new livery of yellow with the Egyptian national colours Red White Black stripes along the body. They are usually in something like "Dutch Livery". The station had all its usual mix of passengers some with livestock in boxes, kids selling tissues on the platform and passengers climbing aboard the trains from ballast level. On leaving the station I called into the local off license to buy some cans of 10% lager 16le a can, and before catching the ferry to the West Bank called into "Sinbads" bar to relax and enjoy a bottle of "Stella" 4.5% under the shade of a tree.

If you check into Facebook and look at the Luxor Railway Enthusiast link there is a film on Egyptian Railways which shows the freight similar to the one mentioned. Congratulations to The Pennine Railway Society on its 40th anniversary.

We have had wonderful trips with the Pennine to all parts of Great Britain, and great evening meetings. Its member's always very welcoming and good fun to be with. Thank you for 40 years of railway enjoyment. Best wishes, Steve, Egyptian Correspondent.

## Pennine Quiz No. 157

### Eastern Region quiz

#### Paul Slater

- 1 Under the old regional colour schemes, what colour were station signs, nameboards and totems on the Eastern Region?
- 2 Which London shed was the largest in the country?
- 3 Name locomotive 60113.
- 4 Which city had stations named Central and St. Mark's?
- 5 Where was the junction for branches to Stamford and Sleaford?
- 6 Name locomotive 60157.
- 7 Who succeeded S.D. Holden as Chief Mechanical Engineer of the Great Eastern Railway?
- 8 Name the level crossing south of Gainsborough where pre-Grouping notices are on display.

- 9 Over which company's line, extending westwards from Pyewipe Junction to Langwith Junction and on towards Sheffield, did the Great Eastern have running powers?
- 10 Name locomotive 60118.
- 11 Which town had stations named Beach, South Town and Vauxhall?
- 12 Which London shed was known as Top Shed?
- 13 Near which town were Whitemoor yards?
- 14 Where were the works of the Midland & Great Northern Joint Railway?
- 15 What was the nickname of the intensive steam suburban service from Liverpool Street?
- 16 Name locomotive 60119.
- 17 In which city was New England shed?
- 18 Where is the headquarters of the preserved Lincolnshire Wolds Railway?
- 19 Name the triangular station where lines from Bradford, Halifax and Keighley met.
- 20 Name locomotive 60123.
- 21 Give the BR number of the preserved B12 4-6-0.
- 22 Name locomotive 60048.
- 23 In which city was Copley Hill shed?
- 24 Name the former Great Northern station in Newark.
- 25 Give the BR number of the preserved E4 2-4-0.

## Pennine Quiz No. 156

### The Answers

- 1 Great Portland Street
- 2 Dagenham East
- 3 Ealing Broadway
- 4 Caledonian Road
- 5 High Street Kensington
- 6 Temple
- 7 Warwick Avenue
- 8 Lambeth North
- 9 St. James Park
- 10 Waterloo
- 11 Marylebone
- 12 Ruislip
- 13 Ladbroke Grove
- 14 Turnham Green
- 15 Mile End
- 16 10 guineas
- 17 Orange
- 18 Five
- 19 Epping
- 20 Angel
- 21 District Line
- 22 Bow Road and West Ham
- 23 Charing Cross (Jubilee Line)
- 24 Hampstead
- 25 Jubilee
- 26 Oxo or Rubiks (cube)
- 27 Stratford Market
- 28 Amersham

- 29 Ashfield House in West Kensington (Training school)
- 30 South Ealing and Mansion House
- 31 Chesham and Chalfont & Latimer
- 32 British Museum
- 33 Goodge Street
- 34 Central Line (74 kilometres)
- 35 Emirates Green Peninsular and Emirates Royal Dock Terminal

## The Winner

Congratulations to the winner – Ian Shenton.

## 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 17th September 2014

Alexa Stott  
'A1 steam locomotive Trust'

### Wednesday 1st October 2014

Geoff Warnes  
'Around Doncaster 1961-1980 Steam to Diesel'

### Wednesday 15th October 2014

Rhys Jones

### Wednesday 5th November 2014

Les Nixon

### Wednesday 19th November 2014

40th Anniversary Members slides  
Slides of the society and its members over the years

*Thursday 27th November 2014*

*Pennine Shield Round 1  
At Dore Loco Society*

### Wednesday 3rd December 2014

**PENNINE SHIELD Round 2**

### Wednesday 17th December 2014

**PENNINE DIGITAL IMAGE COMPETITION**

## 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 and Paul Slater.

## Next Issue

The Winter 2014 issue of Trans Pennine is due for publication on Wednesday 3rd December would contributors please let the coordinator have their information by no later than Wednesday 5th November. If you can, please email your contributions to [david@whitlam145.freemove.co.uk](mailto:david@whitlam145.freemove.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.

## PENNINE RAILWAY SOCIETY 40 YEARS (1974 – 2014)

**To celebrate our 40th anniversary, Treasurer John Sanderson (Treasurer from Day One) has written the article below showing highlights of each of the 40 years of the Pennine Railway Society.**

### 1974

The Society was formed in November 1974 from a group of friends, who were also railway enthusiasts and who met regularly in the “Prince of Wales” public house in Masbrough, Rotherham. Original Committee members were Robin Skinner (Chairman), Michael May (General Secretary), Neil Webster (Membership Secretary and Magazine Editor) and John Sanderson (Treasurer). Other committee members were Geoff Bambrough, Jon Davis, George Calvert, Michael Guy, John Glossop and Tom Helliwell. Committee meetings were held on Saturdays at 2 Lindsay Close, Sheffield (Neil’s house).

### 1975

Our first magazine was printed in January, to be issued every 2 months in future. The first visit was to Doncaster Works and Shed on 23rd February (cost 15p). We also published a Shunters booklet costing 10p (a forerunner to Platform 5!). March saw Geoff Bambrough appointed Public Relations Officer and Jon Davis Publications Officer. A number of visits were planned around Holiday Preview trains from the Sheffield area where we were able to visit Eastleigh, St Rollox and Eastfield. April saw publication of a guide of Shunter Stabling Points. A second Doncaster Works and Shed was arranged for 27th April (subsequently cancelled due a dispute between TSSA and BR over supervisors’ pay).

May saw Neil Webster resign from the Society, with Robin adding Fixtures Secretary to his portfolio and Geoff appointed President with a view to selling the Society to the enthusiast and the press.

Visits were organised to Derby Works (18th May), Doncaster Works and Shed (8th June) and Crewe Works (29th June). June also saw the beginning of our social evenings, held on the first Monday of each month at the Masons Arms, Doncaster. Another Doncaster Works and

Shed visit was planned for 10th August, the cost having risen to 40p (members 35p).

The Society was also invited by the MLST at Loughborough to help restore Gresley Buffet Car E9124E into original varnished teak. Links were also made with Doncaster Railway Circle, MLST and Midland Project Group through a series of quizzes.

To gain publicity for the Society, Robin and John undertook in September a one day trip between Penzance and Thurso. The fastest possible time was 24hrs 4 mins but due to late running on the WCML and missed connection, the trip took 28hrs 34 mins 10secs. The highlight was haulage on the Cornish Riviera Limited (D1023 to Plymouth and D1016 onward to Paddington). The journey appeared in the Sheffield Star, Sheffield Telegraph and Doncaster Evening Post.

## **1976**

Our first AGM was held on 5th January. Terry Spriggs replaced Mick May as Membership Secretary. Visits in 1976 included Eastleigh Works and Shed, St Leonards, St Rollox and Eastfield. Our first London sheds visit took place on 10th July.

Our London Branch was formed early 1976, led by Eddie Plenty and Steve Barnes. Social evenings were to be held in the Cock Tavern, Euston. In the summer, Jon Davis added Membership Secretary to his portfolio, taking over from Terry Spriggs; and Tom Helliwell becoming Bookings Secretary.

The October magazine saw our first quiz, won by D Clark, with John Glossop and Norman Bolland runners-up.

On 13th November a dozen members went on the new HST running between Paddington and Swansea at the special return fare of £1.25

The first Pennine Shield quiz competition was won by Doncaster Railway Circle led by Roger Milnes. Other teams were Doncaster Railway Circle and South Yorks Railway Photographic Circle ("The Grapes").

## **1977**

The first front cover photo appeared on the January issue, featuring Jubilee 45675 "HARDY" at Dore South Jcn on the up Thames Clyde Express (with headboard).

Visits included York Depot and NRM, South Lancs, Humberside by rail and sea (Humber Ferry), the North East, the Birmingham area, Swindon Works and South Yorkshire. Our first visit using a preserved bus was around London on 23rd April. Our first overnight was by rail to Inverness for the depot on 10/11th June and our first stall was held at Derby Works Open Day on 10th September. The first trip run by the London Branch was by "Merrymaker" to Swansea, Cardiff and London in the spring.

October saw the appointment of Tony Booth as Promotions Officer.

## **1978**

Our first visit to a preserved line was to the Severn Valley on 4th March (a STAR OUTING). Bookings for STAR OUTING visits were handled by Robin and those booking

would receive an agenda 14 days before the trip. More mundane visits remained the responsibility of Robin. Other visits included East Anglia, South Wales (including Barry Scrapyard), the NYMR and Fort William. We travelled on the Pennine Scenic Railtour from Boston to Carlisle, outward via the Woodhead and Shap, returning via the S&C, on a branch line special over the South Yorkshire Joint and LD&EC lines and on a Gainsborough Model Railway Society special steam hauled excursion to Ravenglass.

We had a stall at Doncaster Works Rail Mart Open Weekend on 17th/18th June. We also planned to go to Amsterdam 22-24 September, but sadly this was cancelled. We also ran two London depot visits using a preserved bus provided by Gordon Laming (Chops), a work colleague of Robin.

June saw Robin taking full control of bookings, Tom switching to Membership and Jon Davis concentrating solely on the Magazine. Joint social evenings also began with the SY Photographic Circle whose meetings were held in "The Grapes", Trippet Lane, Sheffield, run by Jack Davis.

Our London Group Chairman Eddie Plenty worked the Royal Train on 8th May, as Relief Driver, between Euston and Crewe, carrying HRH Duke of Edinburgh.

The Pennine also began taking part in General Knowledge quizzes held at the LNER Athletic Club, Mexborough.

## **1979**

New booking instructions were introduced. A STAR outing with group travel should be booked on form PR/A and would be confirmed by Robin via a form PR/C which the member should return to him with remittance to confirm booking. Ordinary visits should again be booked on PR/A but confirmed by Robin with a PR/B which should be returned to him as per PR/Cs. PR/Bs were colour coded according to destination (Blue for Doncaster, Red for Derby and Green for Crewe). Amazingly most members understood this. Thanks to Mike Bloomer for his help in this new process.

To enhance the quality of the magazine, a second-hand electric typewriter was bought.

Very heavy snow brought about cancellation of our visit to Derby Works on 20th January on the day. One member, Kevin Connell from Burscough and his friends made it and were shown round by the guide.

We visited the "World's Largest Model Railway" at Gainsborough on 15th July. New visits included Didcot Steam Centre and the Vale of Rheidol Railway.

A further continental visit was planned, by Merrymaker and sea to Calais on 28/29th September, but this was also cancelled.

Due to the room used for social evenings at the Masons Arms converted to a games room, it was decided to seek a new venue.

## **1980**

Membership fee was increased for the very first time, from 75p to £1.

# The Magazine of the Pennine Railway Society

Visits included Rainhill Trials re-enactment on 26th May and the North East on 7th June, whilst we had a stall at Tinsley Open Day on 15th June.

Forward Films placed an advert in Trans Pennine, selling slides. The June issue saw an extra competition, open to junior members aged under 15.

In June, Tony Caddick and Peter Barsby were appointed Stewards to assist in the running of Society visits and other functions. The Pennine Shield quiz contained a new team from Sheffield, the "WALTS" who met at the White Swan, Jenkin Road (later to become the Class 25 Preservation Group).

## 1981

Changes on the Committee followed the resignations of Jon Davis and Tony Booth, with Tony Caddick taking over the Magazine and promotional duties shared between other Committee members. Two other members were elected to the Committee, David Bladen and Sue Taylor. The magazine also became quarterly rather than every 2 months.

A new magazine feature was a trips report, detailing sightings on our visits. Trips included the Farewell to the Humber Ferry on 14th January. The ferry operated for the last time on 24th June.

A new venue was found for our social evenings – the Corporation Brewery Taps, Cleveland Street, Doncaster. Stalls were set up at Stratford Open Day, Derby Litchurch Lane, Old Oak Common, Barrow Hill and at the Elizabethan Railway Society event at Sutton-in-Ashfield. Due to lack of interest, visits to Newcastle, Manchester and Liverpool had to be cancelled (a first!) but we had a good time on the Celtic Deltic railtour on 31st October (55002) from Kings Cross to Edinburgh.

This year also saw the start of our successful raffles at social evenings. Teams in the Pennine Shield were Pennine, Peak Railway Society, 25 Preservation Group and SY Railway Photographic Society, winners being Peak Railway Society after a tie-break with the Class 25 Preservation Group.

## 1982

David Bladen was elected to the Committee as Sales Officer. He would continue our successful link up with Transport and General Books, through Chris Palmer. However, shortly David was to fly to Ascension Islands on a 3 month tour of duty with the RAF, Linda Bladen covering on Sales. Due to success, the frequency of social evenings were increased to 2 per month, on the first and third Tuesdays.

Sadly, the last of the Deltics had now run in service, but the Deltic Preservation Society was already up and running and soon tenders were accepted for 55009 and 55019. The SY Railway Photographic Society celebrated its 10th Anniversary. Robin presented Jack Davis with a book token on behalf of the Pennine.

## 1983

Changes in the Committee saw Tom Helliwell stepping down as Membership Secretary, replaced by Tony

Caddick. David Bladen would take over from Tony as Magazine Editor with Linda Bladen appointed to the Committee in charge of Sales. Sales stands were booked for Stratford and Norwich Crown Point.

Trips included South Wales by rail and coach. A number of members also booked on BC Railtours overnight Burntisland Bellow which although passed through Burntisland didn't actually stop! The organisers were Neil Webster and Geoff Hurst.

Peak Railway Society withdrew from the Pennine Shield.

## 1984

The Society's 10th Birthday. Tony Booth was welcomed back onto the Committee, with Sue Taylor stepping down. As part of the 10th Anniversary, a railbus was chartered on the KWVR (4th June) and a celebration meal taken on the Severn Valley Railway (14th October). Society photographic displays were put on at Midland Bank, Darnall, Sheffield, Doncaster Central Library and Swinton Branch Library. Commemorative engraved pint and half pint glasses were also produced.

The Christmas magazine was also our 50th edition.

## 1985

Trips included a visit to London using a preserved bus from the Vintage Bus Company. A visit to Inverness via Merrymaker was also arranged, as was one to Fort William on a train chartered by Anston Travel, which had taken over from BR the Merrymaker programme. However, owing to falling numbers attending visits, an activity questionnaire was drawn up, seeking views of members to enable the Society to better cater for the needs of members. Due to the success of our photographic exhibition in 1984, we were asked to take another one to Doncaster Central Library in September. A stall was also set up at a wet Coalville.

Responsibility for the printing of the magazine transferred from Mike Bloomer to John Sanderson.

## 1986

The AGM saw David Bladen stepping down from Magazine, Linda Bladen from Sales but remaining as Committee Members. Glyn Gossan took over Magazine responsibilities and Tony Booth Sales/Promotion. Robin also asked to step down from Fixtures but remain Chairman. David Whitlam took over Fixtures. A visit to NYMR took place in a preserved vehicle provided by the newly formed Sheffield Transport Group. Christmas was celebrated by members in the Railway Tavern, Salisbury!

## 1987

The Society splashed out on a new projector and screen at the suggestion of Robin to enhance the social evening experience (and his slides!). Trips included Frodingham/Immingham, Severn Valley Railway by preserved bus and another evening tour on KWVR. By now bookings via forms PR/A, PR/B and PR/C had been discontinued! A number of members also travelled on the "Three to the Sea" from Sheffield to Brighton, hauled by

20030/20064/20118. At short notice the outward journey was routed via Dore, not Beighton. Member Pete Wesley was waiting to photograph the train at Beighton!

### **1988**

At the AGM, Tony Booth stepped down from Sales/Promotion. The number of visits was falling off, but another visit to the Severn Valley Railway took place. David Bladen was welcomed back to South Yorkshire, having spent too long in Luton.

### **1989**

The AGM was preceded by a visit to Doncaster Works and Shed (to make the day more interesting!). At the AGM, David Bladen was appointed Vice-Chairman, but Linda Bladen left the Committee due to family commitments (the birth of Alex!). Another visit to KWVR with transport there by preserved bus. Congratulations to Mr. I.Q. Tony Needham, a member of the Mexborough Concertina Band Club quiz team which reached to semis of a South Yorkshire competition. Presumably there were no railway questions!

### **1990**

The guide on our pre-AGM visit to Doncaster Works was none other than Neil Taylor. He didn't count numbers going round, thankfully.

Another London visit was organised, using rail and tube. Visits usually included a visit to Dirty Dick's bar near Liverpool Street with our West Yorkshire contingent, Messrs Bell, Earl and Shenton. We also visited Doncaster Power Box. A trip to the NYMR on 28 April was cancelled owing to failure of a preserved bus provided by Felix Preservation Group en route from depot. Horror front cover to our summer magazine, Robin Skinner and John Sanderson photographed in 1974 to advertise the Society prior to their trip from Penzance to Thurso.

The Pennine Slide competition contained a record 104 entries and was won by Ian Shenton.

### **1991**

Ace Doncaster Works guide, Neil Taylor, says a number of high-viz vests purchased by BREL for use by visitors had "walked" resulting in low stock levels. We asked if members could take their own for future visits. The Treasurer still has his (oops). February saw the closure of Barrow Hill roundhouse.

### **1992**

Shock as all visits around Doncaster Works were cancelled until further notice by BREL. Quiet on the visits front as a result, but we did have another evening trip to KWVR (with Class 20 haulage).

In late summer, Jim and Pat Dolan retired as "mine hosts" from the Corporation Brewery Taps. The Society made a presentation to them as a token of our appreciation. Picture in the magazine of Robin Skinner, Lincoln Station Manager, with new friends Marjorie Proctor (North Kesteven District Councillor) and Councillor Jean Johnson

(Lincolnshire County Council) on the launch of new Class 153 DMUs.

Sad to report the deaths of Alan Pett, one of our original members and one of the most popular and of Roger Richards ("Rolf" of Sheffield).

### **1993**

Good friend Norman Bolland from Horsham resigned from the Society but passed his best wishes on to all. BR Regional Manager for Nottingham, Robin Skinner, tells the World's Press following a collision on a level crossing "you can't stop a train like you can stop a train". Another special "Skinnerballs" was "the trouble with trees is they have leaves". In 2013 he was telling us he could do nothing about thunder and lightning!

Congratulations to Pennine Member, Paul Slater, who appeared on BBC's Mastermind, with a specialist subject of Railways of Yorkshire. Society raffles continued to be a success, but one unusual prize brought by Geoff Bambrough was a battery-operated pink toothbrush!

### **1994**

The Society's 20th Anniversary and we changed nights of social evenings from Tuesday to Wednesday (making way for the folk club). The last Tuesday "turn" was Tony Caddick and the first Wednesday event was a joint Robin Skinner / John Sanderson spectacular. Paul Slater also now appeared on Fifteen to One on ITV.

We celebrated the 20th Anniversary with an evening trip on the KWVR, our special one coach train hauled by D2511. Cab rides were also provided.

Merrymakers made a welcome return under the banner of Rail UK (Anlaby, Hull). A limited number of visits resumed at Doncaster Works. The Channel Tunnel finally opened in November.

### **1995**

At the AGM, Glyn Gossan stood down as Magazine Editor, replaced by David Bladen. Access to railway installations was so bad that David Whitlam appealed in the magazine for members to let him know if they knew of any BR establishment that did allow visits!

### **1996**

Chris Tyas joins the Committee to support with arrangements at social evenings. David Bladen takes us into a new era – he accepts articles for the magazine on disk. As he uses Microsoft Works, he can import WordPerfect 5.1, Microsoft Word and ASCII text files.

He also introduces a new item – a Rail Ale guide to good pubs near stations (Ian Shenton became a regular contributor).

Railtourer of Hull became involved in "Merrymaker" type day excursions.

The Great Central Railway Society entered the Pennine Shield, with Stephen Gay their question master, meeting at the Commercial, Carbrook, Sheffield, also used by Dore Loco Group. The SY Railway Photographic Circle had moved from The Grapes to Club 197, Sheffield University.

## 1997

The end of BR, the last of the 25 franchises, Scotrail, awarded to National Express. David Bladen changes the magazine typeface from Times New Roman to Arial. The summer magazine was our 100th edition, with a cover photo of 76054 on freight, passing Huddersfield Jcn, Penistone.

Sadly, David announced his intention to relinquish control of the magazine at the 1998 AGM.

## 1998

By popular demand, David Bladen continues as Magazine Editor. However, David Whitlam stood down as Fixtures Secretary as there were so few fixtures to organise! He remained on the Committee. Robin contributes to magazines with his "Back Pages" contributions (or Robin's Rambles?!), reviewing books, detailing forthcoming meetings and reminiscing on past Pennine activity.

## 1999

The Society celebrated its Silver Jubilee Anniversary. A celebration lunch was taken on the Midland Railway on 9th October (with transport there by preserved bus). More than 50 members and friends took part. The Society also had a display in Doncaster Central Library from 1st to 6th November (with special thanks given to Chris Tyas). A Silver Jubilee night was held on 20th October with members bringing slides from 25 years of Pennine activity. Anniversary mugs were also offered for sale and a celebration broadsheet printed.

David Bladen does now bow out from the Magazine (to watch Doncaster Rovers in the Conference League?), with Tony Booth taking over.

Following major refurbishment, social evenings could no longer be accommodated at the Corporation Brewery Taps. Initially rooms were hired at The Railway and The Salutation, before agreeing a new "permanent" venue of The Salutation.

## 2000

David Bladen stood down from the Committee (but he remained seller of remaining 25th Anniversary mugs). Tony Booth set up the Society's first Web Page within abrail.

Interesting internet sites (of railway interest) were regularly detailed in the magazine.

## 2001

A visit to the East Lancs Railway by preserved bus was organised by Chris Tyas. The party was treated to haulage from Bury to Rawtenstall by 33117. Members also had a full tour of workshop and stock areas. He also wrote an interesting article in the magazine on his life as a Railway Messenger Boy!

Sad to report on the death of Neil Webster on 19th March. Neil was one of the founder members of the Pennine Railway Society in 1974.

Tony Booth announced his intention to step down from the Magazine from the 2002 AGM.

## 2002

At the AGM, David Whitlam agreed to become Magazine Co-ordinator. Andy Dalby was also invited to join the Committee, whilst Tony remained on the Committee with responsibility for the website.

The summer magazine saw our first colour front cover (a strange image of a green diesel!). The first "proper" colour image appeared on the autumn, a Virgin Cross-Country at Sheffield.

Another visit efficiently organised by Chris Tyas, this time to SVR on 12th October. About 20 members took part and haulage included Black Five No. 45110.

## 2003

The Society planned early to ensure presence with a sales stand and society publicity at Doncaster Plant 150 Celebrations to raise the profile of the Society.

A compilation of photos of engines on display was included in the autumn magazine, along with one of Geoff Bambrough and Robin Havenhand on the Society stall.

## 2004

The Society's 30th Anniversary. Celebrations included our first "exclusive" visit to Barrow Hill by preserved bus (22nd June) and lunch on the Midland Railway (3rd October), again by preserved bus.

Chris Tyas drew up a simple booking slip for the menu, with the example "if 2 members of your party require melon and 1 requires soup and 1 child requires fruit juice, then put a 2 in adult melon, 1 in adult soup and 1 in child fruit juice etc". Yes!

The Pennine Shield was contested by only the Pennine and Dore Loco Group.

## 2005

Visits included a return to Barrow Hill and our first look at the Tower at Doncaster Grammar School housing an Aladdin's cave of railway memorabilia.

A visit to Shildon by shared car for Deltic Day on 22nd October was also organised.

We sadly lost Jack Davis on 21st November aged 85, a very good friend and supporter of the Society. A tribute was paid at the front of the winter 2005 magazine.

## 2006

Pictured in the spring magazine was Robin, on behalf of GNER, presenting Tony Peart, curator of Doncaster Grammar School Railway Museum, a GNER Coat of Arms, on a society visit on 17th November 2005.

A new visit for the Society was to Appleby Frodingham Railway Preservation Society's site at Corus, Scunthorpe on 2nd September, arranged by Andy Dalby. About 25 members took part in the visit. We were taken there by bus driven by Pennine member Ian Wilson.

## 2007

Events included another visit to Barrow Hill was arranged (but subsequently cancelled due to severe flooding in south

# The Magazine of the Pennine Railway Society

Yorkshire and north Derbyshire) and a repeat to Corus, Scunthorpe.

Tragically, shortly after the visit to Corus, Committee Member Andy Dalby passed away suddenly. A fitting tribute was paid to Andy in a special winter 2007 magazine with contributions from Robin, Derek Porter and Chris Tyas.

## **2008**

A Society visit to the Nene Valley Railway was arranged for 5th April, to be run in memory of Andy Dalby. Class 31 haulage in the form of 31271 was offered to the Society. The visit was supported by A1A Locomotives Limited (Andy was a member of their engineering team). Reserved accommodation on the train was provided. This visit took the form of a charity day with £555 raised in aid of the Sheffield Royal Hallamshire Hospital Neurological Unit, where Andy had received life-saving surgery several years earlier. A headboard was carried on the final two trains.

Photographs of the day appeared in the summer magazine. The winners of future Members' Slide Competitions would be awarded the Andy Dalby Memorial Trophy.

At the AGM, Robin Havenhand was appointed to the Committee to work with Chris Tyas on staging social evenings. However, later in the year Chris tendered his resignation from the Committee but remained a society member.

## **2009**

We were pleased to welcome Neil Taylor to the Committee to support our social evenings (and Geoff Bambrough with the raffles!). Congratulation to Pennine member, Tony Smith, c2c Fleet Manager at East Ham depot for winning the Outstanding Personal Contribution (Management) award in the 2008 National Rail Awards. A visit was arranged to Barrow Hill, now flood waters had receded.

The winter magazine was the 150th edition with a front cover courtesy of Chris Nicholson with his winning Pennine Slide Competition entry showing Irish Class 201 No.228 at Kildare on a Dublin Heuston – Cork service (terminating at Thurles!).

## **2010**

Due to severe weather, for the first time in the history of the Society, the AGM was cancelled (not once but twice). All members receive a 2010 calendar, the Pocket diaries being phased out with the digital takeover.

The severe weather did not relent, with the Pennine Shield staged over one round only.

## **2011**

The AGM went ahead this time. The free pocket diaries were finally discontinued, replaced annually by a coloured single sheet calendar.

Sadly, another friend of the Society passed away. Peter Fox, known and respected throughout the country (and affectionately known as "The Lord") died on 8th February. Grand Central's HST power car 43484 was named "Peter

Fox 1942 – 2011 Platform 5" at a ceremony at Sheffield Station on 15th May.

A new visit took place on 13th July – to the Sheffield Supertram depot and Control. The visit was excellent and thorough and took several hours to complete.

Late in the year, we lost members Trevor Dean, local railway loco preservationist who passed away on 26th October and Timothy Carr (one of "The Lads" who come to our social evenings).

## **2012**

Changes in the magazine saw the quiz prize increased but awarded to first place only, due to a falling number of entries. We also now also have an Egyptian correspondent, Steve Payne, who has emigrated to Luxor with wife Diana. His first entertaining report appeared in the summer magazine.

Tony Booth was now placing past editions of the Society's magazine on the website.

## **2013**

We are pleased to welcome back to the Committee David and Linda Bladen. They agreed to take responsibility for special projects, including dragging the society screaming and shouting into the 21st century digital age.

A first for the Society – we arranged (thanks to David and Linda) a digital image night on 21st August. This was successful and a competition was then arranged and held on December 18th.

Sad to report the loss of one of our West Yorkshire contingent, Malcolm Bell, after a long illness.

## **2014**

The 40th Anniversary of the Society. The major celebration will take the form of Sunday lunch on the Peak Rail in the Palatine Restaurant Car on Sunday 12th October.

The Society is now proud owner of a digital projector. This did not come cheap (Treasurer!) but a number of very generous financial donations from members went a long way to cover this cost.

At the AGM, Robin Havenhand asked to stand down from the Committee, but agreed to help with social evenings, if required.



## DAVID BLADEN 1956 to 2014

It is with heavy heart I write these notes to advise you that David Bladen passed away on Tuesday 2nd September 2014.

Dave had been suffering from a leg injury after a fall in London on the underground at Waterloo underground station after attending The Farnborough air show; he was taken to St Thomas Hospital in London. Pennine members will have seen him at the meeting on 20th August where he was still walking with a crutch but appeared to be recovering.

The Coroner has advised David died of a blood clot as a result of his injury.

At this time our thoughts are with Linda and Alex. For so many years Dave, Linda and Alex have been a massive part of the Pennine Railway Society and its activities.

Dave joined the society soon after being posted to RAF Finningley; he originated from Blackpool and was soon joined by his wife Linda to set up home at Finningley. Very quickly they settled in and Dave became a very influential member of the society, with both taking a full part in the societies activities all enjoying the banter and fun particularly the Lancashire versus Yorkshire missionary work.

Dave has since 1981 held different positions on the committee including Sales Officer and Magazine Editor.

Dave retired from the RAF in 1986 and they moved first to Auckley then to Blaxton being well and truly converted to the Yorkshire way of life although they did return to see family in Blackpool on a regular basis, even to this day Dave would still claim it was missionary work. Dave worked at Luton Airport, for two Korean firms in The Dearne Valley, EWS and Network Rail before retiring earlier this year.

In 2013 Dave and Linda dragged the Pennine Railway Society into the digital age by arranging the purchase of a digital projector and arranging digital shows at the Salutation.

Over the years Dave's contribution to the Society has been massive and I'm afraid I am struggling to find the right words to do that justice.

To me personally Dave and Linda are my two closest friends indeed Dave was my best man at my wedding to Jackie in 1995.

We would bounce ideas off each other have endless debates particularly about railways and politics indeed sometimes after the debate in a pub or on a trip had gone on for a good length of time Linda would intervene and call a halt. There was a massive amount of respect. Indeed at the start of the meetings at The Salutation if my notices were a bit long winded the first shout of 'Get on with it' would come from Dave. I'm going to miss that. In fact that is just what happened on Wednesday 20th August.

Societies and organisations like The Pennine Railway Society rely on people like Dave to make it happen and Dave did!

At this time our thoughts are with Linda and Alex.

Cremation took place at Rose Hill Crematorium, Cantley on Tuesday 16th September. Donations to the RNLI can be made through a link on the Pennine website.

**Robin Skinner**  
**Chairman.**