

TRANS PENNINE

The Magazine of the Pennine Railway Society



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Spring 2015

Photos

Front Cover

The photo taken by Geoff Griffiths, was the winner of the David Bladen Digital Image Competition held on 17th December 2014. It shows BR Standard Pacific 70013 'Oliver Cromwell' passing Hatfield Colliery and opening up as the signal ahead clears for the Goole line at Thorne Jn on the 28th June 2014 whilst working a charter from Kings Cross to Scarborough via Beverley.

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

Membership Renewal

We would like to thank all those who have renewed their subscription for 2015. It is not too late to re-join, simply send your cheque for £6, made payable to the Pennine Railway Society, to Tony Caddick, our Membership Secretary, at the address shown at the front of the magazine, or renew at a social evening. For those of you who are not re-joining, this will be the final magazine you receive. In these circumstances we thank you for your past support and hope you may consider re-joining the Pennine at some future time.

Annual General Meeting

This year's AGM was held at The Salutation in Doncaster on 18th January, attended by 15 members (apologies for non-attendance from Committee Member, Tony Booth).

Key points from the meeting were:

Chairman's Report / Meetings Report

Robin welcomed all to the AGM. He referred to a successful 2014, the 40th Anniversary of the Society, which included visits to Barrow Hill and the Doncaster Tower Museum. The Anniversary was celebrated by a meal on Peak Rail and events at the Salutation. He thanked Linda Bladen for her organisation of the Matlock event and to all members for their part in making 2014 such a success.

He added that following an audit of The Tower by NRM, a number of items would be removed. The Society had been offered a collection of slides, which we will accept and show at a future social evening.

However, on a very sad note, we lost our dear friend, David Bladen.

2014 saw a popular and successful programme of events and speakers at the Salutation, with attendances regularly 30+. The purchase of a digital projector had enhanced the experience on many occasions. The Society's reputation is such that we are receiving numerous offers from presenters to come to our meetings, so much so that the 2015 programme has already been finalised.

Magazine Coordinator's Report

David thanked those who had submitted items for inclusion in the 2014 editions of Trans Pennine. He had now been Magazine Co-ordinator for 13 years and thought that the quality of the magazine was something all the Society could be proud of, in terms of content and production.

He reminded members that all back numbers of the magazine up to No. 154 could now be viewed on our website (now up to No. 156). Thanks to Linda Bladen for her help in enabling this to be achieved (particularly with the early editions). He also welcomed continued submissions from members of articles, sightings, quizzes and photos in 2015.

Membership Report

Tony reported that membership numbers continued around 80+. He thanked those who had already re-joined for 2015. It was not too late for members to re-join and new members were always welcome. The unchanged membership fee of £6 remained good value for money.

Treasurer's Report

John presented a statement of the Society Accounts for 2014, which showed a surplus balance of £941.52 (against a surplus of £617.52 in 2013). He thanked all those who had supported the Society in 2014. Social evening raffles continued to be a valuable source of income and thanked Geoff Bambrough, Neil Taylor and Adam Fisher for organising raffles and ticket sales.

He also thanked Neil Taylor for his contacts, which had enabled postage costs to be significantly reduced. He confirmed that the Society remained financially healthy, due to everyone's support.

Special Projects Report

Two specific digital image events would be held in 2015, the David Bladen Trophy on 16th September and an open evening for members' images on 16th December. Details for both events would be sent to members by Linda Bladen well in advance.

Website Report

Tony Booth would continue to update the Society website. Any important news would be placed on the website as a matter of urgency and those members with internet access were advised to regularly visit the site.

The front page had been re-vamped, the meetings page now showed a rolling programme of events to give non-members a flavour of the quality of the programme, and the page giving the background and history of the Society would be reviewed and updated if necessary.

The Committee 2015

The Committee was re-elected en-bloc for 2015. Robin Havenhand would continue to help with arrangements for staging of events at the Salutation on Wednesday evenings, but asked not to be an official member of the Committee.

Open Forum

Key points of the Open Forum were:

Suggestions for visits in 2015 included Barrow Hill (provisional date of 24 June), the railway at Scunthorpe Steelworks, and the Heritage Shunter depot at Rowsley. An offer from Barrow Hill to enter a team in the Pennine Shield would be considered by the Committee.

President's Address

Geoff thanked all those who had made 2014, the 40th Anniversary of the Society, such a success and looked forward to another successful year for the Society in 2015. He encouraged members to regularly visit the website for information about the Society. Those without internet access would still receive all news through the magazine, or, if necessary, by text or in person.

Pennine Shield

Congratulations to Pennine 2 (the Great Pretenders) on winning the quiz for the 2014 Pennine Shield. The winning team comprised Glenn Williamson, Glyn Gossan and Roger Butcher. The final scores were Great Pretenders 73 points, Dore Loco Society 67 points and Pennine Railway Society 56 points.

The David Bladen Digital Image Competition

An excellent evening was held on 17 December. There were 70 entries for our Digital Image Competition for the David Bladen Trophy. The result was as follows:

1st Geoff Griffiths BR Standard Pacific 70013 'Oliver Cromwell' passing Hatfield Colliery on the 28th June 2014 whilst working a charter from Kings Cross to Scarborough via Beverley (see front cover)

2nd Rhys Jones 61994, on Loch Eilt Causeway on 12th October 2014

3rd Geoff Griffiths 91111 'For The Fallen' awaiting departure from London Kings Cross with 1S31 the 19.00 Kings Cross to Edinburgh on 11th November 2014

Thanks to all those who entered, and particular thanks to Linda Bladen for expert organisation of the evening.

Visit to Barrow Hill

We will be having another visit to Barrow Hill on Wednesday 24 June (7pm). It is a private visit so an excellent opportunity for "photos". Please let Robin Skinner know if you would like to come. Cost around £6 which includes a donation to Barrow Hill Engine Shed Fund.

HS2 Update

Latest plans for Phase 1 of HS2 sees proposals for a hub station at Crewe to enable services into North Wales, Merseyside and the rest of the North West. The option for a station near Manchester Airport remained an option, but a call for the line to be diverted through the Potteries from Stoke-on Trent was rejected. In Leeds, the original plan for a new station at New Lane may be dropped in favour of bringing HS2/HS3 into the original main line station, owing to the distance between the sites for an interchange and to enable as much through running as possible.

Grand Central Investment Plans

Grand Central will invest in its fleet and the stations it serves after winning a new ten-year operating contract. Grand Central is now a subsidiary of German state-owned operator Deutsche Bahn.

FirstGroup Great Western Franchise Extension

FirstGroup has been directly awarded an extension of its Great Western franchise until at least March 2019.

National Express Lose Interest in Berlin

National Express has withdrawn from the contest to run the five S-Bahn lines in Berlin, leaving Deutsche Bahn as the only contender. However, it will operate the regional express service between Rheine – Munster – Cologne - Krefeld and a Bonn – Cologne - Wuppertal stopping service from December 2015.

ScotRail Plans

Abellio has said it will introduce a Great Scenic Railway scheme bringing more tourists to Scotland, to include running steam hauled trains on a number of scenic routes, building on the well-established operation by independent operator West Coast Railways between Fort William and Mallaig. Trains for the electrified route between Edinburgh and Glasgow Queen Street will be built by Hitachi at Newton Aycliffe. The fleet of 234 AT200 vehicles, formed into 70 sets, will enter service from 2017.

Next Generation Tube Trains

The next generation of tube trains has been unveiled by London Transport but will not enter service until 2022. The fleet of 250 trains will be the first running in the deep tubes which will be air cooled and they will be capable of full automatic operation in the longer term. The first line to receive trains will be the Piccadilly Line, where the fleet was last replaced in the mid-1970s, followed by the Bakerloo, Central and Waterloo & City.

Cotswold Redoubling

Doubling of the line from Kemble to Swindon has been completed. This work will enable the route to be used as a diversionary line during Great Western electrification to carry trains diverted away from Bristol Parkway and Severn Tunnel. There are also plans to run an hourly service from Cheltenham Spa to London using the route.

East Coast Franchise

A partnership of Stagecoach and Virgin Trains has been awarded the East Coast franchise, starting in March 2015 and running to at least 31 March 2023. The contract includes 23 new services from London and plans for direct links to Huddersfield, Sunderland, Middlesbrough, Dewsbury and Thornaby, and more trains to Bradford, Edinburgh, Harrogate, Lincoln, Leeds Newcastle, Shipley, Stirling and York. Journey times will be cut by 14 minutes between London and Leeds and 13 minutes to Edinburgh.

Eurostar News

Eurostar is to order a further 7 Siemens Velaro, taking the order to 17. They will carry equipment to enable running beyond France and Belgium. The extra sets will allow existing GEC-Alstom sets to be withdrawn in turn for major mid-life refurbishment.

The new trains, built to the continental structure gauge, which will enter service from late 2015 will be virtual EMUs with distributed traction rather than power cars at each end and will be able to carry 900+ passengers. The two Club Cars will be back to back in the centre of each set, with Standard Class coaches either side. Business Premier will be at both ends.

May 2015 will see direct services to Provence via Lyon, Avignon and Marseille, and December 2016 will see services to Amsterdam via Brussels, Rotterdam and Schipol Airport.

Windermere Electrification

The 16km branch between Oxenholme and Windermere is to be electrified and could be completed by 2017.

Did You Know?

Platform 6 at London Bridge is the busiest in Europe, serving 18 trains per hour. When the Thameslink Programme is completed, up to 18 Thameslink trains an hour in peak will run between London Bridge and St Pancras and 24 trains an hour in each direction between St Pancras and Blackfriars.

More Nationalisation!

105 railfreight yards and depots have passed back to the public sector to Network Rail, 87 from DB Schenker, 15 from Freightliner and 3 from GB Railfreight.

New International Freight Service

GB Railfreight is a supplier for Europorte France by hauling containers on a "Hook and Haul" service on the Calais Frethun to Barking route (originating from Lille Dourges). Two Class 92s provide the power on the five times per week service.

Pacer U-Turn / Vivarail

The tender for the new franchises for Northern Rail and Trans-Pennine Express will include replacing the Class 14x Pacers. This coincides with the news that a new rolling stock company, Vivarail, has plans to convert London Underground sub-surface stock into diesel trains. It has acquired all 150 driving motor D-Stock cars, ex District Line D78s, plus enough trailers to form 75 units of two or three cars. Diesel engines would generate 750V DC for the existing electric motors. Internal configurations will include toilets.

Intercity Express

The first completed train has been shipped from Japan. Whilst most of the two fleets, intended for the GW and ECML will be assembled at Newton Aycliffe, the first examples are being despatched from Japan as complete trains. They will be unloaded at Southampton and then be used for a series of extensive tests. The first of several depots for fleets has been topped out by Hitachi Rail Europe at Stoke Gifford.

Caledonian Sleepers

A white stag is the icon for the new Caledonian Sleeper franchise, to be run by Serco from 1 April 2015. The service will continue to be provided by the present Mk III rolling stock until 2018 when a new fleet will enter service.

More Shuttle Trains

Eurotunnel is buying three more freight shuttle trains, taking its fleet size to 18. When delivered, by 2017, it will allow departures to be increased from 6 to 8 per hour in peak times.

Irish Threat

The crisis at Irish Rail continues as the government doubts whether all rail investment is justified. Three lines in particular are under threat, Limerick - Ballybrophy, Limerick Jcn - Waterford and Limerick - Galway. However, the DART network in Dublin is a major success.

Light Rail News

Blackpool

The good news from Blackpool keeps on coming with the announcement that a much improved heritage service is to be provided this year. Commencing 28th March tours will operate every weekend until 8th November with extra provision on Bank Holidays. More details on the "Blackpool Heritage Tram Tours" website. The plan is to use the open "boat" cars in fine weather and fully enclosed cars in more typical Fylde Coast conditions. As a result of this balloon car 715 is currently in the paint shop for a full repaint in anticipation of a busy season.

A storm on Saturday 10th January caused damage to the roof of the new depot at Starr Gate. The promenade road and tramway were closed during the afternoon with the tram service curtailed to the Fleetwood / Pleasure Beach section giving the rare sight of the new Flexity cars turning on the loop at Pleasure Beach.

Sheffield Supertram

The 2015 phase of rail replacement works on Stagecoach Supertram will commence on 28th March and is planned to continue until the end of August with four phases of track closures.

The planned closures at this time are:-
28th March/10th May – Hillsborough / Infirmary Road
11th May/3rd June - Park Square / Castle Square
4th June/28th June - Castle Square / Cathedral
29th June/28th August - City Road / Gleadless Town End.

Metrolink

The tram stop at Victoria station was due to reopen on wed 18th February. The extended closure has been due to new platform works and the new overall roof being constructed at the station. 3094 is the latest new M5000 team to enter service. The latest delivery, 3095, arrived on 21st February.

Andy Dalby Memorial Slide Competition 2015

Our annual slide competition in memory of Andy Dalby will take place at the social evening on Wednesday 6th May. Anyone can enter the competition. The criteria are that you must have taken the slides yourself, the content must be of a railway nature, including light rail, and you must not enter any slides that have won a prize in the competition before.

Each person can enter up to 5 slides. Just bring them on the evening and please arrive before 8pm to allow us time to record whose slides are whose and get them into a random order. If you cannot attend on the night you can still enter the competition, just bring the slides to a previous meeting or give them to someone else to bring on the night.

The audience will again judge the slides on the night. You will not be able to vote for your own slides. Each member of the audience will rank their top 5 slides. Each slide 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.

If anyone has any questions, please ask a committee member at a social evening or email your question to pennine.digital@outlook.com.

Digital Image Competition

From 2015 the digital image competition will take place earlier in the year and this year it will be on Wednesday September 16th. The competition will now be in memory of David Bladen.

Anyone can enter five images of a railway nature so while you're out and about this spring and summer remember to take your digital camera with you and take lots of images. Full details will be in the summer edition of Trans Pennine.

Detail Changes

Members are reminded that they should keep us informed of any phone number and email address changes so that we can keep them up to date with any late meeting or outing changes.

Trainspotting at Offord

Paul Slater

As well as Peterborough, and Sandy in Bedfordshire, a favourite place of mine for watching trains on the East Coast main line was Offord, in what was then Huntingdonshire. The station was properly named Offord & Buckden and stood on the edge of the village of Offord Cluny. Offord Darcy was adjacent, and the larger village of Buckden was two miles away along the by-road which passed the station. Buckden stands on the former Great North Road, and is notable for its ancient Bishops Palace as well as for some fine coaching inns dating from the Georgian period. In addition to the station on the main line at Offord, Buckden also had a station on the former Midland branch from Kettering to Huntingdon.

Offord station had four platforms, the centre two forming an island; the main line was - and still is - quadruple track, the slow lines being on the outside. There was a footbridge, a signalbox, and a level crossing on the Buckden road. Cars could be parked close by the level crossing, and that was our usual vantage-point. The closing of the crossing gates gave ample warning of an approaching train, and there were also the usual upper quadrant semaphores. The level crossing was curious in that it had two sets of gates, one for the slow lines and another for the fast lines in the centre. If only the outer gates were closed, the centre pair being left open to the road, then it was a train on one of the slow lines which was due. At Offord the main line traced a notable S-bend, and trains did not pass at very high speed.

Exactly the same trains and locomotive types passed through Offord as could be seen on the main line at Sandy, and I have no particular memories of unusual or outstanding events from a trainspotter's point of view. One of my last visits to Offord to watch trains was during the hot summer of 1959; in company with the rest of my family, I went swimming in the River Ouse near Offord station before going on to spend the rest of the afternoon beside the railway. It was the first time that I ever swam in a river rather than the sea or an artificial pool.

Memories of trainspotting in the 1950s at Offord, Sandy and Peterborough were stirred for me by a railway exhibition at Doncaster Museum in the autumn of 2013. As well as the paintings "Pacifics in Perspective", "Giants Refreshed" and "The Weigh House Roads", and models of 2509 "Silver Link", 4468 "Mallard", 4472 "Flying Scotsman", 4482 "Golden Eagle" and 60525 "A.H. Peppercorn", there were on display several items from the collection at Doncaster Grammar School, not normally accessible to the public. There were nameplates from 60016 "Silver King", 60033 "Seagull" and 60501 "Cock o' the North", a smokebox number from the unique streamlined W1 4-6-4 60700, works plates from 60015 "Quicksilver" and 60506 "Wolf of Badenoch", and a chime whistle from 60012 "Commonwealth of Australia". The Eastern Region Pacifics had been among my favourite locomotives, and I enjoyed visiting Doncaster Museum to see this exhibition which according to "Railway

Magazine” was titled “Mallard, a Doncaster Thoroughbred”.

In a different part of the museum I was interested to see some old warning notices from local railways. Among them were examples from two line which I have written about for “Trans Pennine”, the Dearne Valley Railway and the Hull and Barnsley Railway There was also one from the Great Northern Railway; a similar notice might well once have stood by the level crossing where I once trainspotted at Offord.

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

Nov 13	67022, 67029 Standby 60001 Rails 66567, 66594/66955 Freightliners 66056, 66167, 66738, 66761 Coal 60054, 66539, 66427 Departmental 66051, 66952, 66762 Light engine movements 66098 Gypsum 66039, 66717 Intermodal 66086 Empty limestone 66725 Stone 66031 Steel	Dec 11	67022, 67030 Standby 60045 Rails 66540, 66572 Freightliners 66156, 66756 Intermodal 60062, 66421 Departmental 66745 Aggregates 66192 Limestone 60010, 66707 Gypsum 66710 Sand 66054/66135, 60062 Light engine movements 66074 Stone 60087 C.H.S. 47727 Wabtec 66720, 66726, 66752, 66768, 66769, 66771, 66772 identifiable at Roberts Road 66172, 66197, 66737, 66763 Coal 60076 Route learning
Nov 20	67025, 67029 Standby 60076, 60087 C.H.S. 47739 with e.m.u. 458010 66086 Rails 66503, 66568 Freightliners 66098, 66507 66707, 66758, 66764 Coal 66762 Sand 66160, 66702 Intermodal 66186 with two cripple wagons 66120, 66430, 66547 Departmental 60099, 66725 Stone/aggregates 66031 Steel 66238 Empty limestone 66126 Gypsum	Dec 18	67021, 67022 Standby 47727, 60087 C.H.S. 66538, 70008 Freightliners 66200, 66763 Intermodal 66430 Departmental 66238 Limestone 66057, 66433 Light engine movements 37059 Network Rail Test train 37606 R.H.T.T. wagons to York 66172 Gypsum 66075, 66728, 66747 Coal 66745 Aggregates 66118 Stone 66741 Sand 66708, 66726, 66754, 66767, 66770, 66771, 66772 identifiable at Roberts Road
Nov 27	67029, 67025 Standby 66502, 66516 Freightliners 66102, 66708 Intermodal 60079, 66761 Gypsum 60049 Rails 66705/66427, 66018 Departmental 60076 Light engine 60087 C.H.S. 66748 Aggregates 66754 Sand 66148, 66733, 66763 Coal	Jan 8	67021, 67024 Standby 70806 C.H.S. 66756, 66766, 66769, 66771, 66772 identifiable at Roberts Road 66420, 66540 Freightliners 66040, 66715 Intermodal 66128, 66759 Gypsum 66186 Rails 66067 Steel 66725 Sand 66751 Aggregates 60087 Light engine Scunthorpe - Neville Hill 20308/20312 Light engines Crewe - Doncaster C.H.S. 66056/66167 Light engines Toton - Doncaster 66058 Empty limestone 66506, 66554, 66735, 66757, 66763, 66764 Coal 66168/66046 Light engines Doncaster-Toton 60019, 66117, 66596, 66428 Departmental 66768 Light engine Roberts Road - Decoy 66143 Light engine
Dec 3	66004 on p.w. train 66515, 66519, 66728 on coal trains 66532 on container train 67025 in bay 47739, 66711, 67024 in sidings	Jan 15	67003, 67030 Standby 66414, 66569/66590 Freightliner light engines too windy to load at Felixstowe and Leeds 66039, 66101, 66564, 66723, 66748, 66753 Coal 66197, 66715 Intermodal 66077 Empty limestone

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Jan 15 66055, 66750 Stone
66057, 66730 Gypsum
66030 Departmental Decoy to Tyne Yard
66423/66760/66430 Departmental Decoy to Toton
66168 Steel
66742 Sand
66433 Departmental York to Decoy
66142, 66116, 66744 Light engine movements
66031/66167 Rails
97303 West Yard on Test train
47727 C.H.S.

Jan 22 67003, 67030 Standby
47727 Wabtec
60021 C.H.S.
66414/66532 Freightliner
70017 In bay platform
60001, 66731 Stone
66620, 66745, 66957 Coal
66762 Sand

Jan 29 67016, 67030 Standby
66433 C.H.S.
60021/60076 Bay platform
66043, 66121 Light engine movements
66731 Sand
66158 Steel
66702 Stone
66423/66767 Decoy to Toton
66122 Gypsum
66510/66954 Freightliner
66514, 66712, 66740 Coal
66757 Intermodal

Feb 5 more traffic than usual today due to diversions caused by a problem at Hatfield & Stainforth
67024, 67030 Standby
66183, 66716 Intermodal
66570, 66571, 70020 Freightliners
60017, 66058, 66074 Steel
66070 Biomass
66107/66213, 66428, 66732 Departmental
66599/70017 Light engine movement
47812/47843, 66013 Gypsum
66238, 66705 Stone
66737 Sand
66731 Empties?
66011, 6612, 66161, 66550, 66553, 66701, 66743, 66757 Coal
66188 Rails

Feb 12 67016, 67024 Standby
37606 C.H.S.
47703 Wabtec
66023, 66725 Gypsum
66116 Rails
66504, 66566, 70019 Freightliners
66012, 66707 Intermodal
66622 Route learning
66008, 66170, 66221 Steel
66018, 66705 Stone
66747 Sand
66192, 66423, 66765 Departmental

Feb 12 47815, 66766 Light engine movements
66013, 66133, 66525, 66610, 66717, 66737, 66740 Coal

Feb 19 67003 Standby
66543, 66567, 70009 Freightliners
66731 Intermodal
60020, 66752 Gypsum
60087, 66737/66426 Departmental
66433 C.H.S.
66079, 66084 Steel
66756/66768 Light engine movement
66736 + 92010 + 87002 to Loughborough
67024 hauling failed 91112
66034, 66755 Stone
66758 Sand
66121 Rails
47727 Wabtec
66013 Empty limestone
66509, 66557, 66051, 66110, 66615, 66717, 66748 Coal

Recent sightings on the Gainsborough – Barnetby line have been:

(On coal trains unless stated otherwise)

Nov 1 66238
Nov 4 66104, 66238
Nov 6 66104, 66531
Nov 8 66031, 66065
Nov 10 66065
Nov 11 66065, 66137
Nov 12 66035
Nov 13 66065
Nov 15 66155
Nov 22 66098 light engine
Nov 25 66130
Nov 26 66130
Dec 1 66055
Dec 5 66213
Dec 6 66155, 66177
Dec 9 66730+66726
Dec 13 66740
66726 light engine
Dec 20 66729
Dec 23 66728
Dec 27 66102, 66104, 66204
Jan 3 66165, 66204
Jan 8 66598 on p.w. train
Jan 9 66007
66528+66598 on p.w. train
Jan 11 66104
66142 on goods train
Jan 13 66545 on p.w. train
Jan 14 66510 on p.w. train
Jan 15 66508 on p.w. train
Jan 16 66597 on p.w. train
Jan 17 66027, 66126
Jan 18 66165 on steel train
Jan 20 66508 on p.w. train
Jan 21 66508 on p.w. train
Jan 23 66508 on p.w. train
Jan 24 66502 on coal train

Jan 25 66066 on p.w. train
 Jan 28 66551 on p.w. train
 Jan 29 66551 on p.w. train
 Jan 31 66079, 66169, 66712
 Other recent sightings have been:
 Nov 7 66078 and 66713 at Peterborough
 66723 and 66762 on freight at Romford
 90001 and 90006 on Norwich service
 Dec 3 66704 on coal train at Welham
 66501 on container train at Retford
 Dec 4 66014 on coal train at Whaley Bridge
 Dec 5 66197 on aggregates and 66168 on biomass at
 Hull
 Dec 10 60040, 66201, 70015 and 66594 at Newark
 Dec 11 66618 at Goole
 Dec 13 66093 on aggregates at Hull
 Dec 17 66766, 66767, 66770, 66771 and 66772 at
 Doncaster Roberts Rd
 Dec 18 66761, 66723, 66050 and 660010 at Peterborough
 Dec 27 66702, 66745, 66754 and 66761 at Peterborough
 Jan 6 66716, 66759, 66769 and 66771 at Doncaster
 Roberts Rd
 Jan 20 66709 at Potters Selby
 Feb 6 66031 on aggregates at Hull
 Feb 7 66004 on aggregates at Hull
 Feb 10 67024 and 66530 at Doncaster, 66433 at York,
 66605 and 67003 at Newcastle
 Feb 12 66092 on aggregates at Hull
 66067 on scrap train at Gascoigne Wood
 Feb 13 66004 on aggregates and 60045 on tanks at Hull
 66067 on scrap train at Gascoigne Wood
 66013 on biomass at Selby
 Locos noted at Peterborough on 9 November were 66039,
 66706, 66711, 66715, 66705, 66733 and 66751.
 Locos seen at Peterborough on 8 December were 66721,
 66758, 66739, 66750, 66175, 66715 and 66037.

Midland Region

Locos seen at Derby on 5 December were 20314, 20311,
 20118, 20132, 68004, 56103, 56303 and 66301.
 Locos noted at Crewe on 5 December were 66594, 70015,
 90047, 66732, 66003, 90040, 70007, 66514, 90046, 92018,
 92044, 70019, 37259, 37059, 47790, 47805, 57316 and
 57314.
 Locos seen at Carnforth on 6 December were 47236,
 37214, 31128 and 45690.
 Noted at Langley Mill on 13 December was 66591.
 Locos seen on the 3 January railtour ("The Tugging
 Shedmaster") were:
 Bescot: 66187, 66047, 08907, 08950, 66002, 66059,
 60010, 60044, 66138, 66057 and 66063
 Crewe Basford Hall: 66149, 66602, 66585, 70011, 86613,
 86501, 56081, 90045, 66559, 66503, 66505, 66516, 66565,
 66597, 66523 and 66507
 Crewe Gresty Bridge: 20309, 20311, 47813, 37423,
 68005, 68004 and 66723
 Crewe Electric: 90023, 90038, 90032, 90017, 90040,
 90027, 90026, 90034, 92022, 92008, 92035, 92030, 92039,
 92016, 92007, 92013, 92021, 92026, 67005, 67006, 60055,

60028, 60038, 60016, 08495, 08424, 08737, 08995, 08703,
 08716, 08405 and 08567
 Walton: 66198, 60100, 60063 and 66232
 Toton: 66156, 66141, 66192, 66012, 66093, 66021, 67019,
 66039, 66042, 66016, 60022, 60051, 60080, 60098, 60030,
 60500, 60077, 60039, 60019, 60044, 60035, 60010, 60044,
 60045, 60085, 60016, 60007 and 60099.
 Locos noted at Manchester Piccadilly on 8 January were
 70019 and 66193.
 Locos seen at Daventry on 10 January were 92019, 66432
 and 66435. Also noted at Rugby were 92028 and 92038.

Southern Region

Almost as old as the Pennine the Class 313 EMUs were
 introduced in 1976 and are now the oldest EMUs in
 regular service on the British mainland. Designed for use
 on the Great Northern inner suburban electrification
 scheme the dual voltage units were built at the former
 BREL works at York. As the only stock allowed through
 the former underground section between Drayton Park and
 Moorgate the veteran units still continue to ply their trade
 with little fuss, but as part of the new Thameslink franchise
 new replacement stock is planned. Apart from a small
 batch transferred to the Southern franchise for work on
 "Coastaway" services the bulk of the fleet is still based at
 Hornsey depot in north London. Noted in service on the
 3rd January were - 313025/028/031/038/048/058/134.

Railtours and Charter Trains

Locos seen on railtours and charters have been:
 Nov 8 ("The Doctor Hoo") 66030, 66151
 Dec 6 ("The Yuletide Yorkshire Explorer") 68014
 Dec 10 (Statesman Charter) 47790, 57305
 Dec 11 ("The York Yuletide Express") 60009, 57313
 Dec 13 ("The Yorkshire Coast Express") 66084
 (Charter to York) 4464, 47790
 Dec 18 (Cambridge to York Charter) 60007 'Union of
 South Africa', 57313
 Jan 3 ("The Tugging Shedmaster") 60092, 67016,
 09106, 67015, 60071
 Jan 10 ("The Shropshire Union") 67026, 60079

Preserved Railways

Locos working at the Mid Norfolk Railway Diesel Gala
 were 68007, 45133, 47367, 47596 and 73210.

Trip to London

A bargain East Coast ticket enabled your membership
 secretary to visit London on 14th February and explore the
 outer limits of the Oyster card area on its southern
 boundary with two required branches visited :-
 377209/511 – 10.24 Bedford / Brighton,
 St Pancras to Blackfriars
 319442/435 – 10.40 Bedford / Brighton,
 Blackfriars to East Croydon

- 455837 – 11.06 London Bridge / Caterham,
East Croydon to Caterham
- 455807 – 13.26 Caterham / London Bridge,
Caterham to Purley
- 455843 – 13.20 London Bridge / Tattenham Corner,
Purley to Tattenham Corner
- 455843 – 14.21 Tattenham Corner / London Bridge,
Tattenham Corner to Purley
- 377414/408 – 14.00 Horsham / London Bridge,
Purley to East Croydon
- 387121/109 – 14.28 Brighton / London Bridge,
East Croydon to London Bridge
- 465250 – 15.08 Barnhurst / Cannon Street,
London Bridge to Cannon Street.

Due to the London Bridge major rebuild project no Thameslink or Charing Cross services calling so from Cannon Street:-

VPL582 (Metroline Plaxton President Dennis Trident) route 17 to Blackfriars.

377509/207 – 14.38 Brighton / Bedford,
Blackfriars to St Pancras.

Just a quick comment on the new Thameslink Class 387 EMUs - Nice sleek units but WHY ARE THE SEATS SO HARD!!

Egyptian Diary

Following on from my last report on the 5th November I thought that I would get a couple of visits to the station while Diana was in England, she was due back on the 17th. Well that was the plan but on Saturday 8th while standing on the platform end taking a couple of photos I was arrested and taken in for questioning, "What was I doing taking photos etc.". Previous to this I had already taken a photo of my first freight train in Egypt and sat chatting to the loco driver of the local train to Quena. The detective that questioned me later was sat on the next bench chatting to other guys. Anyway I can understand he was only doing his job, the policeman that arrested me was in uniform. While in the detectives office I explained my passion for railways, luckily I had a copy of the Pennine Magazine with me so I showed him that, he had a quick read then explained about the security situation in Egypt, which I realise I was probably fool hardy standing taking photos. After about half an hour or so we ended up shaking hands and he showing me photos of Luxor station many moons ago on his smartphone. He told me I had to write to Egyptian railways in Cairo for permission to photo. So my day and trips to the station have been cut short.

The locos I noted are as follows:- 3952 on the local to Quena, 3884 on shed, 3075 off shed for the train to Cairo, 3969 station pilot and 2409 on the freight as mentioned.

On my way home called in for a ¼ pounder at McDonalds sat there thinking "Shit could have been shot!".

A few days later I e-mailed Egyptian Railways and got a reply the same day telling me to ask the detective for permission. So today (18th February) I went to the station first time since 8th November, went to the police office to show the detective my e-mail reply. He remembered me

but didn't give me permission, although he was very helpful, he took me to see the Station Master whom I gave my address and phone no. He said he would write to Egyptian Railways in Cairo for me. Which I thought was very good of him. The Egyptian people are like that very helpful and friendly.

Your Egyptian correspondent will try to keep you up to date with railways here, look out for my next report!

Pennine Quiz No. 159

North British Railway Quiz

Paul Slater

- 1 Who succeeded M. Holmes as Chief Mechanical Engineer of the North British Railway?
- 2 Name the junction north of Montrose where the North British met the Caledonian Railway.
- 3 In which two English counties did the North British have a number of lines?
- 4 In which city was St. Margarets shed?
- 5 Where was the terminus of the branch from Roxburgh?
- 6 Where was the terminus of the branch from Riddings?
- 7 Name the preserved D34 4-4-0.
- 8 Name locomotive 60161.
- 9 Name the preserved J36 0-6-0.
- 10 Where was the junction for the Duns branch?
- 11 Where was the junction for the Greenlaw and Kelso branches?
- 12 Name locomotive 60143.
- 13 Name locomotive 61788
- 14 Originally carried by 61996, what name has been given to the preserved K1 2-6-0?
- 15 Which town has stations named High and Grahamston?
- 16 Where was the junction for the Fort Augustus branch?
- 17 Give the BR number of the preserved Y9 0-4-0 saddle tank.
- 18 In which city was Eastfield shed?
- 19 Name locomotive 60160.
- 20 Name the preserved A2 4-6-2.
- 21 Name locomotive 60151.
- 22 Which class of 4-4-0, based on a Great Central design, worked on former North British lines?
- 23 Name locomotive 62418.
- 24 Name locomotive 62477.
- 25 Name locomotive 61781.

Pennine Quiz No. 158

The Answers

1. Horsted Keynes (Aldershot)
2. York (Harrogate)
3. York
4. Waterloo
5. Carnforth (Milford Junction), Watford Junction
6. Winchester
7. Loughborough Central (Glasgow Central)
8. Windsor & Eton Central
9. Marylebone
10. York (London Victoria), Taplow
11. Buckfastleigh (Frothington), Kingswear (Buckingham Palace)
12. Hull Paragon
13. Dublin Heuston
14. Liverpool Street
15. Exeter St. Davids, Kinswear (Exeter)
16. Kings Cross, Goathland (Hogsmeade)
17. Marylebone
18. Oakworth
19. Paddington
20. Brighton (Waterloo)
21. Wansford (Karl-Marx-Stadt), Ferry Meadows (Gutenfurst)
22. Wargrave
23. St. Pancras
24. Monkton Coombe (Titfield), Bristol T.M. (Mallingford)
25. Corroul

The Winner

Congratulations to the winner – John Dewing.

Pennine Meetings 2015

Meetings are held at The Salutation Inn, South Parade, Doncaster DN1 2DR starting at 20.00 prompt on 1st and 3rd Wednesday of each month.

Wednesday 18th March 2015

Glynn Gossan.

Wednesday 1st April 2015

Graeme Wade & Graham Lightfoot
'Something Old Something New' (digital)

Wednesday 15th April 2015

Glenn Williamson

Wednesday 6th May 2015

**THE ANDY DALBY MEMORIAL SLIDE
COMPETITION**

Wednesday 20th May 2015

Martin Bromley

Wednesday 3rd June 2015

Andy Barclay

Wednesday 17th June 2015

Chris Nicholson

Wednesday 1st July 2015

Jon Law

'Terminal' (digital)

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 Summer 2015 issue of Trans Pennine is due for publication on Wednesday 17th June would contributors please let the coordinator have their information by no later than Wednesday 20th May. If you can, please email your contributions to 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.

When They Nationalised Rail

Susie Kearley talks to Norman Edwards, who worked in the London Midland Scottish offices, and recalls the problems caused when the rail companies merged after nationalisation.

“As a boy, I loved the railway;” said Norman Edwards, “I used to spend hours at the station watching the trains go by.”

Shrewsbury Railway Station, the childhood haunt that captured Norman’s imagination, was built in 1848. It’s an imitation Tudor-style building, complete with Tudor heads around the window frames. The ground floor was a later addition to the facility constructed in 1903 beneath the original building. The track and platforms were originally partially covered by a big roof, black with smoke from the steam engines.

Norman remembers it well: “I got caught up in a train-spotting craze at school and have been interested in railways ever since. My friends and I used to go and watch the steam trains, take some pictures and enjoy the atmosphere.”

In 1948 the railways were nationalised, triggering dramatic change and inevitable conflict. “I managed to get a job at

the locomotive depot when I was 16 in 1953, on £165 per annum for a 42 hour working week. I was a Junior Clerk, tasked with working out drivers' and firemen's hours, pay and enhancements. But the fun part was exploring the engine sheds at lunch time and learning about the trains." Norman was located in the offices of the former London Midland Scottish Railway (LMS) at Shrewsbury Railway Locomotive Depot. He'd watch the engines leave the depot and chug down to the railway station to take waiting passengers to their destinations. Although five years had passed since nationalisation, the railway companies were still in a state of transition. There was a culture of intense competition between the two companies who had previously operated from Shrewsbury - the Great Western Railway (GWR) and LMS.

Norman remembers the arguments: "These two companies had been direct rivals and were highly competitive, often uncooperative with one another, and on one occasion in history, a booking clerk had been thrown out of his office for issuing tickets for the wrong company. The old LMS depot stood next to its GWR counterpart. The management tried to amalgamate them, improve relationships and standardise processes, but it was a huge challenge as the two companies worked in completely different ways.

GWR locomotives were right hand drive, while LMS engines were left hand drive. Even the whistles and oil lamps were incompatible - when the engine shed stores were combined, they had to stock 14 different types of oil. Staffing policies were different too. The GWR operated on a shift rota system while LMS worked regular set hours. The brake systems between GWR and LMS were incompatible - the brakes were operated by a vacuum system and there was a four inch pressure differential between the two types of steam engine. This meant that 'wheel tappers' had to be employed to release any residual vacuum in the brakes systems on carriages, when the steam engines were changed at Shrewsbury Station." The final straw in the conflict was when a 200 yard solid brick-wall which separated GWR and LMS engine sheds and offices had a doorway knocked through it. Those people still feeling disgruntled and antagonistic about the merger were completely disgusted. "Back in the LMS office where I worked," said Norman, "the equipment was primitive by today's standards. The pens had old-style nibs and we used ink powder dissolved in water for writing. Fortunately, by the time I started working there we had blotting paper, but my colleagues told me they'd used absorbent sand before blotting paper was invented. Pencils were in short supply, and when we wore a pencil down to a stub, we were given a steel tube to fix to the end, so the stub could be used for longer. We had a cast iron office stapler which was so heavy and cumbersome that it needed two hands to lift it. The 1950s 'photocopier' was a tray of jelly where an original document, produced with special ink, was pressed for a short period, then peeled away, and a blank sheet was substituted. The impression transferred onto the new sheet and the jelly was refreshed with a damp cloth for each copy.

"The office typewriter was a British Oliver. It broke frequently and the engine-shed blacksmith fixed it, but we had to make sure that the lumps of solder he used didn't make two keys stick together."

"Sexism was rife in the early days of the nationalised railway. LMS would not employ a female Clerk to a salaried position, and when British Rail took over the employment contracts were simply transferred, so a lady in our office continued to be classified as a 'shed labourer' on poorer conditions. She did a Clerk's job and was understandably a bit peeved about this. I also worked with a disabled typist who had been injured as a railway fireman. His previous role had involved shovelling coal on the steam engines, but through an accident at work, had lost his legs. Accidents happened all the time - modern health and safety laws didn't exist.

"The railway had its own postal delivery service with parcels going off on a train - we had no idea when anything might get there. A 'caller up' was employed, originally to wake up railway workers early in the morning and summon them to work, but by the 1950s this role had changed and the caller up became local postie for the depot.

"I worked my way up the hierarchy - painfully slowly - and spent 40 years working on the railway, moving to London in a variety of management roles, at Paddington, Euston, Marylebone and Kings Cross, before retiring nearly 20 years ago."

Today, Shrewsbury Railway Station is operated by Arriva Trains Wales and it has the biggest serving mechanical signal box in the UK, with 180 levers. The signal box, like the main station building, is listed.

The River Severn flows underneath the platforms while a Norman castle towers over the top. The Victorian station building with a history of coal-powered steam engines and train-spotting teenagers is often overlooked by those who rush around keeping to their busy schedules. But for Norman, Shrewsbury Railway Station will always be a special place. As diesel trains travel from Shrewsbury to destinations including Holyhead, Manchester and Birmingham, the Station still holds a sense of nostalgic excitement and fond memories. It's a completely different world to the 1950s station and the locomotive depot that Norman once knew and loved, but while the engines have changed and part of the old roof has gone, it's still the same old building which he used to come to with friends to embrace his train-spotting passion. It indulged his love of steam engines, provided his first job, and paved the way for a 40 year long career on the railways.

Living the Steam Dream

Simon Stabler swaps the car for something heavy duty.

Although steam traction officially ended on British Rail's network nine years before my birth, my first ever train journey was on a steam hauled service. This anachronism wasn't due to some trick of the space-time continuum,

more down to the dedication of the team of volunteers responsible for the creation of the Nene Valley Railway (NVR), my local heritage railway. Opened in 1977, the NVR operates on a section of the old Northampton & Peterborough Railway, initially between Yarwell and Longville junctions and, since a mile long extension in the 1980s, from Peterborough to Yarwell.

Although a lack of available steam locomotives in the early days of the NVR meant that the Railway had to buy stock from the continent, it gradually built up a collection of British steam and diesel engines, and regularly plays host to visiting engines such as new build No. 60163 *Tornado*. While some have to be transported by road, those locomotives on the East Coast Main Line can travel to the Railway under their own steam via the 'Fletton Loop'; a 1¾ mile branch line, 1 mile south of Peterborough main line station, which is currently leased from BRB (Residuary) Ltd., the successor to the British Railways Board. The NVR has received approval to purchase this section of line and, like the plan to buy the original station at Wansford, rely on donations and ticket sales to make this dream a reality.

As well as being the year that I was born, 1977 also saw No. 44422 - a Henry Fowler designed freight locomotive, built for the London Midland and Scottish Railway (LMS) in 1927 - rescued from the scrap heap, where it had languished for the previous 12 years. Transferred by road from Dai Woodham's infamous Barry Island scrap yard to Cheddleton yard in Staffordshire, which later formed part of the preserved Churnet Valley Railway, she returned to steam in September 1990, following an extensive restoration. Now one of only four surviving examples of the LMS Fowler Class 4F - 575 were built between 1924 and 1941 - No. 44422 has spent much of her life in preservation travelling the country as a visiting engine at Britain's many heritage railways.

Now spending much of her time at the NVR, I and a handful of fellow scribes were given the chance to drive her part of the way from the Railway's Wansford headquarters to the Peterborough terminus. Once toggled up in overalls and the ubiquitous hi-vis vest, the four of us were split into two groups. My pair was first to take to the footplate, while the others found comfort in the brake van, which - if you don't count the tender - was the only thing that the loco would be hauling today.

Once over the level crossing at Wansford, our driver handed the controls over to me. For anyone used to driving a car, it's pretty straightforward; make sure it's in the correct gear, the brake is off and there's enough gas - or in this case, steam - to get it moving and you're off. My first turn behind the regulator was the mile or so to the level crossing at Castor, which despite damage by a V1 rocket during the Second World War (you can still see the crater), British Rail passenger services continued here until 1954, while the station wasn't demolished until the mid-1960s.

Swapping over with my comrade, it was my turn to assist the fireman. I say 'assist' but with my poor hand / eye coordination, I got as much coal on the floor as I did in the firebox. To make up for my short initial trip, I returned to

the controls between Ferry Meadows station, which serves the eponymous country park, to Orton Mere, which, like many sections of line back to Wansford, stood in for a divided Germany in the 1983 Bond film *Octopussy*. As we steamed up to the station, the driver told me to get ready with the brake. Of course, I got ready with it a little too early and stopped short of the platform.

Swapping over with the other group, I took a ride towards Peterborough in the brake van, which makes for a wonderful observation car along our tree lined route. At Peterborough (Nene Valley) station, we got out to stretch our legs while the fireman took on water from the tower, before the driver turned the loco to face forward for our return trip.

Back at Wansford we were shown round the Grade II listed signal box. Built by the London & North Western Railway in 1907, its large frame originally contained 60 levels until the first 16 were removed in 1931 following the closure of the Stamford branch line. We all took it in turns to pull one of the stirrup handled levers, which - like the large wheel to open and close the crossing gates - took all my strength to move into place.

A tour around the yard brought us into contact with No. 73050 *City of Peterborough*, the BR Standard Class 5 locomotive, whose purchase from British Rail in 1968 marked the beginnings of the preservation movement on the line. Looking a little sorry for herself - several of the loco's gauges and controls had been removed - as she awaits her ten-year overhaul.

A visit to the Restoration Shed reveals other delights that are receiving full overhauls including the Battle of Britain class No. 34081 *92 Squadron* and LMS M30272M, the only surviving Travelling Post Office (TPO) coach from the Great Train Robbery.

TPOs are an important part of the Nene Valley Railway, not only is the Railway fitted with working line side mail exchange equipment, static TPO coaches at Wansford are home to a bookshop, which raises much-needed funds for the Railway, and a small museum, which often sees sorting demonstrations take place.

But there's more to come in the shape of The International Night Mail Museum, to be built on land on the other side of the tracks at Ferry Meadows, providing an authentic recreation of postal workers at work on a busy station, an archive, café and classroom, along with running and restoration sheds to ensure the Railway's historically important and fragile possessions are correctly cared for. Proving, once and for all, that the Nene Valley Railway is First Class when it comes to preserving our railway heritage.

For further information on the Nene Valley Railway, including booking information for its driving courses, visit www.nvr.org.uk

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