

TRANS PENNINE

The Magazine of the Pennine Railway Society



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Summer 2015

Photos

Front Cover

The photo taken by Glynn Gossan, was the winner of the Andy Dalby Memorial Slide Competition held on 6th March 2015. It shows a Class 153 DMU at Terras Crossing on the Looe – Liskeard branch on 3rd September 2013.

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

Geoff Warnes

It is with great regret that we have to announce the passing away of Geoff Warnes at the age of 79. Geoff was a local photographer who took pictures of railways, canals, lorries, trolley buses, traction engines and trams. He has done several slide shows for the Pennine and would often cycle to the meetings. He set up his own company, GWR (Geoff Warnes Rail Road Photographer), and sold his pictures to many people and a lot of his work has been published in magazines and books. Geoff was a founder member of the Doncaster Omnibus & Light Railway Society (DOLRS) and joined the Doncaster Grammar School Railway Society.

Footex on East Lancs Railway

Supporters of FC United of Manchester booked a football excursion to Ramsbottom on Easter Saturday for the EVO-STICK Northern Premier League Premier Division game. The Footex was booked to leave Heywood at 13.15, Bury at 13.35 and arriving Ramsbottom at 14.00. The return was booked to leave Ramsbottom at 17.15, arriving Bury at 17.40, where fans were invited to visit the Trackside pub for real ale. Requested haulage was Crab 13065, built at Horwich and which worked out of Newton Heath, the original Manchester United. It was expected to carry 400 supporters on the "Rammy Rattler".

The match finished 2-0 to FC United, the attendance an amazing 2,104.

Caledonian Sleeper Haulage

Eurotunnel subsidiary GB Railfreight won the contract to haul Caledonian Sleepers for Serco from 1 April beating the long-standing operator DB Schenker. Locos will be refurbished Class 92s for the electrified routes. North of Edinburgh the plan is to use six Class 73s from October, which are undergoing work at Wabtec, Loughborough. The Class 67s will continue to work until October.

New Bid for Blackpool

Arriva-owned Alliance Rail and Grand Central are to bid to operate open access services between London and Blackpool; six daily services using new six-car Alstom Pendolinos, from 2017. One slight problem might be the shortage of paths on the WCML!

Borders Railway

The installation of 48km of rail on the Borders Railway has been completed to its terminus at Tweedbank. Services from Edinburgh will start in September, with stations at Shawfair, Eskbank, Newtongrange, Gorebridge, Stow, Galashiels and Tweedbank.

First Hull Trains Extension

First Hull Trains is now able to run one service a day from Beverley to Kings Cross. The train leaves Beverley at 06.02, returning from Kings Cross at 18.50.

First Great Western Plans

The new FGW franchise starts on 20 September, awarded directly to FirstGroup and likely to run to April 2019.

Improvements include:

- with the electrification from London to Bristol, Swansea, Oxford and Newbury, new suburban and intercity electric trains will enter service from 2017
- a new station at Newcourt on the Exmouth branch
- developing a "Bristol Metro" network with new services to Portishead and Henbury by 2020
- IEPs will become the core of intercity services, with the hybrid version on routes such as London - Worcester and London - Cheltenham
- more new hybrids will be needed for routes west of Bristol (AT300s) with more powerful diesel engines and larger fuel tanks for the steep banks on south Devon (or, if funding not available, using rebuilt HSTs which would be 40 years old by 2020)
- Class 387 Electrostar EMUs to be cascaded from Thameslink to FGW Thames Valley routes
- 21 Class 365s to be cascaded from Great Northern to Thames Valley routes to displace Class 165/6 Turbos, some of which will be kept for non-electrified routes such as Maidenhead to Marlow, London to Greenford, Reading to Gatwick Airport and Newbury to Bedwyn
- other Turbos to run between Cardiff, Bristol and Portsmouth and on other routes in the Bristol area, displacing Class 158s which will be moved to Devon and Cornwall for new half-hourly services between Plymouth and Penzance and an improved "Exeter Metro" including the Barnstaple and Exmouth branches
- Class 150s to replace Class 143 Pacers used in Devon and single-car Class 153s
- Intercity summer trains to Newquay to continue, eventually using AT300s
- Reading - Gatwick services to be doubled, some running "limited stop"
- three-car Turbos to be replaced by four-car Class 387s for commuters from Reading to London
- hourly services on the Cotswold lines and earlier departures from London to Exeter and Plymouth

Class 319s Cascaded to Lancashire

Northern has received Class 319s from Thameslink and are now running eight electric services a day between Manchester Airport and Liverpool via Newton-le-Willows. After refurbishment the fleet will comprise 20 sets. They have been converted from driver-only trains as used on Thameslink.

Transpennine Express Franchise

FirstGroup has won a short extension to the TPE franchise which it runs in partnership with Keolis until April 2016.

Hogwarts Express Suspended

Services by West Coast Railways, which includes the Hogwarts Express, were suspended from 7 March until at least 15 May following a serious SPAD on 7 March at Wootton Bassett Jcn. by a Bristol - Southend steam-hauled charter. The nationwide ban by Network Rail is the first since privatisation, indicating the gravity of the incident (potentially involving a First Great Western HST). Other services affected include those on the West Highland Line taking in Fort William and the Settle & Carlisle line. Network Rail believes "the operations of WCR are a threat to the safe operation of the railway". WCR says it will charter the service of another licensed operator on trips, using the same traditional carriages, until the lifting of the ban.

Bun Specials

London Underground ran trains from six depots after the Blitz began to carry food for shelterers at its stations which, at its height, numbered 170,000. These trains were known as "Bun Specials". Committee men Skinner, Bambrough and Sanderson worked as "Bun Runners" on excursion trains in more recent times. Ace "Bun Runner" Sanderson ensured takings always balanced!

Scottish Electrification

Hitachi is to supply 46x3-car and 24x4-car AT200 sets for Abellio for the Edinburgh - Glasgow electrification, to be assembled mainly at Newton Aycliffe and delivered between 2017 and 2019. They will also run to Stirling, Dunblane and Alloa when electrification of those routes has been completed. The first seven trains will be built in Hitachi's Kasado factory in Japan.

FirstGroup Challenges East Coast

FirstGroup has submitted a track access application which involves "several" open access trains a day between London and Edinburgh. It says it is competing with aviation and does not mention the new East Coast franchise. Trains will call at Stevenage (for Luton and Stansted airports), Newcastle and Morpeth (for Newcastle airport). If successful, services would be introduced from 2018.

The current franchise agreement will give the holder contractual protection for the majority of any revenue shortfall should track access be not secured to deliver its own timetable.

Sunderland Port

Freight is returning to the Port of Sunderland after 20 years. The reinstated line will allow up to 5 trains a day to operate to the port. The first trial saw 66001 arrive at the port.

First Past The Post

Our historical expert, Lester Collins tells us the term "first past the post" may be derived from the early railway system when many goods trains were horse-drawn along single-track lines with sidings at intervals as passing places. Problems occurred when two met somewhere between the passing places. Reversing was difficult and drivers would argue who had to go back to the nearest passing place. Eventually a post was placed midway between each passing place. Whoever was "first past the post" had priority and the other train had to give way and reverse back to the passing place.

Thameslink Class 700s

The first Siemens Class 700 for Thameslink is set to enter service in February 2016. They are to be built in fixed formations of 8 and 12 cars, without intermediate cabs. The full fleet of 115 trains will be in service by the end of 2018. Features include:

- some first class areas will occasionally be declassified in ends facing away from London according to market demand
- to maintain 2.5 minute headways through central London, vestibules and doorways will be wider to allow speedy boarding and alighting
- trains will include "passenger measurement systems". This is not to count the number of fatties on board but to enable the train operator to inform passengers at stations down the line which sections of approaching trains have more room

Andy Dalby Memorial Slide Competition

The Andy Dalby Memorial Slide Competition was held on 6th May 2015 with a total of 60 slides entered. The result was as follows:

- 1st Glynn Gossan Class 153 at Terras Crossing on Looe – Liskeard branch on 3 September 2013
- 2nd Glynn Gossan DMU between Haworth and Oxenhope on KWVR on 14 April 2007
- 3rd Rhys Jones 5029 at Burrs on ELR working the 16.00 from Bury on 30 December 1992

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

Light Rail News

Trams noted working on 12 May at Nottingham were 202, 203, 207, 208, 209, 211, 212, 213, 216, 218, 220 and 221. Seen on the depot were 201, 205, 215, 219, 222, 223, 226, 227, 231, 232, 233, 234, 235 and 237. 236 was testing on the new track.

Digital Image Competition 2015

This year the Society's digital image competition will be held on Wednesday 16th September 2015. The annual competition will now be held in memory of David Bladen. We encourage as many members as possible to enter. You must have taken the image yourself and the content must be of a railway nature (including light rail).

If you cannot attend on the night you can still enter the competition. Each person can enter up to 5 images that have not won a prize in previous Pennine competitions. ALL images MUST be passed to Linda Bladen by Monday 14th September. We cannot accept any images after that as there will not be 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
- On a memory stick**
- On a DVD**
- On your camera's memory card**

**Linda will bring her laptop to the meetings on 19th August and 2nd September. If you bring your memory stick / DVD / memory card on one of those nights your images can be copied directly then.

If you email your images, Linda will always reply so if you don't get a reply please contact her because we may not have received your images. Please also keep an eye on your email inbox as Linda may email a question to you about your images.

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

Please don't worry about the size of the image. If it requires to be resized to show properly, Linda will do that. The audience will again judge the images on the night. There will be prizes and trophies for first, second and third places.

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

Main Line through Warwickshire

Paul Slater

During a cousins' reunion in Warwick with Chris I was able to take two rain rides on the former Great Western main line to Birmingham. After breakfast, while Chris prepared to take part in a session of exchanging family photographs and reminiscences, I walked to Warwick station, pausing to snap the picturesque black-and-white

Millwright Arms pub. I just missed a pair of Chiltern Railways 168s on a Birmingham – Marylebone service, but a 172 for Marylebone was following only a few minutes later, and soon I had taken my first railway photos of -the day and was riding the short distance to Leamington Spa.

Fenny Compton, on the Birmingham main line between Leamington Spa and Banbury, was where I first "spotted" Western region locomotives in the mid-1950s, and I can remember how thrilled I was by my first sight of "Kings", "Castles" and "Halls"; Leamington Spa, however, was a new station for me as far as watching and photographing trains was concerned, and I had an enjoyable morning session there. It is a busy station, the frequent Marylebone – Birmingham service supplemented by trains to Stratford-on-Avon, the Birmingham local service, and Cross Country trains to and from Reading and the South Coast, routed either via Coventry or via the direct main line to Birmingham. Most trains on the Marylebone service are formed of 168s but I saw 67013 "Dyrfbont Pontcysyllte" on a loco-hauled service to Birmingham Moor Street. Old Great Western nameboards add to the appeal of Leamington Spa as a photographic location.

I returned to Warwick on a 168 bound for Birmingham Snow Hill, and walked through the town, admiring the many attractive black-and-white buildings and the imposing St. Mary's Church, to arrive in plenty of time for a splendid meal with everyone at a pub in the Market Place, where my camera was in demand to record the event for the participants.

After the meal some people left to go home, while Chris and some others talked of getting a taxi back to the hotel where we were staying, but I decided to have another train-ride, so after promising to meet up with Chris and the cousins later, I walked back through the town to the station and bought a return to Dorridge. I boarded a 168 for Birmingham Snow Hill; it stopped at the new Warwick Parkway station, and then ran fast through pleasant countryside, missing the stations at Hatton and Lapworth. There were many trees, and I think that this was where once stood the ancient Forest of Arden.

Dorridge, formerly Knowle & Dorridge, is the terminating station for some Birmingham suburban services. I had, never done any photography there; although thirty years earlier I had watched steam specials at Darley Green, just to the south of Dorridge and Bentley Heath, a few miles to the north. Some 168s on the Marylebone - Birmingham service called at Dorridge others sped through, a Voyager passed at speed, but another one, 220021, formerly named "Staffordshire Voyager", was checked by a signal, and crept by at walking pace, so I was able to photograph it easily. 70009 passed on a southbound container train and 66078 on a northbound goods. The terminating suburban services used the outer face of the down island platform, and were formed of green London Midland 172s: the two which departed during my afternoon session at Dorridge were both bound for Worcester via Birmingham Snow Hill.

I returned to Warwick on a 168 bound for Marylebone; there was one intermediate stop, at Warwick Parkway. I waited to see the next Birmingham bound 168 arrive, then walked back to the hotel. Neither Chris nor I wanted an evening meal after our celebratory lunch, so after a rest I headed out into a warm sunny evening to have a drink and buy some packets of crisps; the attractive Millwright Arms was conveniently close, and there I thought back over my day before returning to the hotel and meeting up with some of the cousins for a chat in the lounge.

In the morning we said our goodbyes and a set off for home. I would enjoy looking at the photos I had taken in the 1980s of 5051 "Dryslwyn Castle" near Fenny Compton, 7029 "Clun Castle" at Darley Green and Bentley Heath and 35028 "Clan Line" at Hatton; it had been good to renew my acquaintance with the main line through Warwickshire.

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

- Feb 18 31233 on Network Rail train
66009 on p.w. train
66533 and 70020 on container trains
66739 and 66762 on coal trains
60062 light engine
66046, 66079 and 66181 in yards
66113 and 67003 in sidings
- Feb 26 67003, 67022 Standby
66016, 66740 Intermodal
66517, 70019, 70020 Freightliners
66055, 66604, 66723, 66748, 66765 Coal
66099, 66170 Steel
66198, 66768 Stone
60062, 66732/66423, 66713 Departmental
66760 Sand
66125 Empty limestone
66704 Light engine
66727 Gypsum
- Mar 5 67003, 67022 Standby
68001 C.H.S.
66537, 66955, 70001 Freightliners
66155, 66765 Intermodal
66718 Gypsum
66424, 66724 Departmental
66040 Rails
66031, 66117, 66510, 66604, 66731, 66743 Coal
66119 Empty limestone
60060, 66714 Stone
66706 Sand
57301 + 90005 Norwich to Wabtec
66104, 66126, 66149 Steel
66003, 66760 Light engine movements
66723, 66762, 66766, 66767, 66770, 66771, 66772, 92038 Identifiable on Roberts Road
- Mar 15 70806, 47739, 66856, 60002, 60087 and 60086

- Mar 19 67015, 67022 Standby
66414, 66504, 66588 Freightliners
66008, 66119, 66730 Intermodal
66035, 66749 Light engine movements
70017 Route learning/driver training
66771 wagons for repair in Wabtec
66424, 66098 Departmental
60074, 66762 Stone
66732 sand
66070, 66076 Steel
66206, 66238, 66546, 66617, 66729 Coal
- Mar 26 67015, 67022 Standby
56113 C.H.S.
08401 Shunting West Yard
66135 Rails
66041, 66149, 66516, 66739 Light engine movements
66534, 66571 Freightliners
66023, 66112, 66760 Intermodal
97303 Network Rail test train
47812/47843 Gypsum
60079, 66755 Stone
66730 Sand
66058 Steel
66132, 66201, 66616, 66419, 66733, 66749, 92033/66737 Coal
66423 Departmental
- Apr 16 67024 Standby
08401, 90009 West Yard
66024, 66105 Rails
66533, 66542 Freightliners
66128/66194, 66155, 66760 Light engine movements
60087, 66433 C.H.S.
66754, 66772 Coal
47802/47847 Gypsum
66193 Empty limestone
60017, 66739 Stone
66757 Sand
66020, 66090 Steel
66034, 66184, 66710 Intermodal
- Apr 30 67016 Standby
60092 Gypsum
66082, 66192, 66761/66754 Intermodal
66588, 66592 Freightliners
66020, 66725/66763 Departmental
66206 Empty limestone
66713 Coal
60039, 66742 Stone
66730 Sand
66174 Steel
60001, 66085, 66426, 70011 Light engines
66194 Rails
- May 1 66761, 66771, 66757, 66767, 66759 and 66768 at Roberts Road
- May 3 66723, 66753, 66752 and 66769 at Roberts Road
- May 7 67016 Standby
66520, 66566 Freightliners
66709, 66742 Coal
66088, 66193, 66713 Intermodal

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May 7 66006, 66031, 66757/66754/66762 Light engine movements
47843, 66182 Gypsum
66154, 66764, 66725 Departmental
66142 Empty limestone
66095 Steel
66746 Sand
66124, 66747 Stone

May 21 67021 Standby
66721, 66764 Coal
66034 Rails
66567, 66534/66541 Freightliners
60095 C.H.S.
66001, 66198, 66765 Intermodal
66123 Gypsum
66119, 66426, 66743, 66753 Departmental
66197 Empty limestone
66512, 66749/66755 Light engine movements
66096 Stone
66706 Sand
66018, 66133/66181 Steel

Recent sightings on the Gainsborough – Barnetby line have been:
(On coal trains unless stated otherwise)

Feb 1 66058 on steel train
66125 on p.w. train
66183 on goods train

Feb 7 66107, 66707

Feb 8 66113 on p.w. train
66207 on goods train

Feb 10 66597 on p.w. train

Feb 14 66717

Feb 15 66512

Feb 19 66562 on p.w. train

Feb 20 66952 on p.w. train

Feb 21 66701

Feb 22 66188 on goods train

Feb 23 66761

Feb 24 66952 on p.w. train

Feb 25 66952 on p.w. train

Feb 26 66952 on p.w. train

Feb 28 66175, 66714

Mar 3 66760

Mar 4 66088, 66731

Mar 5 66562 on p.w. train

Mar 6 66733

Mar 7 66088

Mar 9 66729

Mar 10 66583 on p.w. train
66745

Mar 13 66562+66583 on p.w. train
66762

Mar 14 66136, 66762

Mar 17 66760

Mar 19 66722

Mar 20 66743

Mar 21 66749

Mar 24 66155

Mar 25 66746

Mar 26 66546

Mar 27 66746

Mar 28 66530

Mar 30 66160, 66710

Apr 3 66717

Apr 17 66733

May 4 66742
66047 on oil train

Other recent sightings have been:

Feb 13 66004 on Tilcon, 60045 on tanks and 66013 at biomass at Hull

Feb 14 66091 on biomass at Hull

Feb 18 66121 on goods train, 66186 and 66743 on coal trains and 37606 in sidings at York

Feb 19 66008 at Keaby Bridge

Feb 20 20308 and 20305 at York

Feb 27 66104 on Tilcon at Hull
66090, 66092, 66701, 66705, 66739 and 66751 at Peterborough

Mar 7 66149 on goods train at Kirk Sandall
66055 on goods train and 66605 on coal train at Hatfield and Stainforth

Mar 13 66124 on Tilcon at Hull
66770, 66756, 66726 and 66714 at Peterborough

Mar 14 66715, 66726, 66765, 66732, 66751 and 6008 at Peterborough

Mar 15 66713, 66762, 66770, 66742, 66717, 66770, 66725, 66768, 66767, 66730 and 66135

Mar 19 66174 on Tilcon at Hull
66063 at Gascoigne Wood

Mar 20 66031 on Tilcon at Hull

Mar 21 66165 and 66197 in yards at Worksop

Mar 26 66197 on coal train at Stow Park
66174 on Tilcon at Hull
66433, 66550 and 66605 at York

Apr 11 08703, 60021, 6006 and 66067 on Immingham depot

Apr 14 66772 on biomass at Hull

Apr 16 66061 on Tilcon at Hull

Apr 17 66015 on Tilcon at Hull

Apr 18 66080 on coal train at Althorpe
66187 on biomass train at Carlton

May 5 66713 at Selby

Western Region

May 1 70000 Britannia, 66122 and D5613 at Philips Marsh, Bristol
31285 at Exeter

May 3 66594 and 66608 on Freightliners at Bristol T M

Midland Region

Mar 7 57311, 60092 and 66434 at Preston

Mar 14 66081, 66116, 60098, 67019, 66039, 66143, 66423, 66170 and 66162 at Toton
60091 at Ratcliffe Power Station
66614 at Hope Valley Sidings
66519 and 66529 at Stockport
66083 and 66144 at Great Rock

Mar 20 66074 and 70010 at Burton on Trent
66023, 66182, 60015, 08709 and 08879 at Bescot

Mar 21 66422, 66002, 66051, 60014, 60024, 60091 and
08428 at Warrington
47773, 57316, 47804, 47832, 37518, 57601 and
steam 46115 at Carnforth
37611, 37612, 37603, 37059, 57002, 57009,
57312 and 57305 at Sellafield

Apr 19 57302 and 70005 at Preston
57004, 57009, 66422, 66430, 66431, 68002,
37605, 37609, 37611, 66421, 66544, 66565 and
66957 at Carlisle Kingmoor

Locos noted at Chesterfield on 15 April were 66601,
66616, 66621, 66614, 66613, 67029, 66702, 66524, 68001,
66548, 66954, 66136, 66176 and 66745.

Southern Region

Feb 28 66003 and 66160 on cement trains at Clapham Jct
Mar 13 66517 on freightliner at Romford

Railtours and Charter Trains

Locos seen on railtours and charters have been:

Feb 14 (Cardiff to Edinburgh rugby special) 68002
Feb 15 ("The Great North Reviewer") 66086, 66232
Feb 28 (Victoria - Shalford steam charter) 35028
Mar 7 ("The Lancashire Links") 37419, 37604
Mar 14 ("The Buxton Spring") 66177, 66019, 66098
Mar 21 ("The Cumbrian Docker") 57008, 57004
Apr 1 ("The Humber Sceptre") 66047, 66003
Apr 13 ("The North Yorkshire Moors & Hearbeat
Explorer") 66142, 66005
May 3 ("The FGW Laira Liaison") 08844, 08640, 43138,
43172
("The Paignton Pink Panther Potter") D3014,
D2192

Preserved Railways

Locos used at the National Railway Museum on 18
February were "Teddy" on shuttle train and 2 "Prince" on
narrow gauge shuttle train.

Locos working at the East Lancs Railway Steam Gala on
21 February were 73129, 12322, 13065, 45407, 80080,
44871 and 61994.

Locos used at the Nene Valley Diesel Gala on 12 April
were 50015, 66757, 50008, 31271, 31601, 56104, 60001,
33109, D9520 and D9524.

Locos working at the Barrow Hill Rarities Diesel Gala
were 66754, 27066, 68001, D832, 60092, 60002 and
D7076.

Locos used at the South Devon Railway Thomas Weekend
on 3 May were L92, 6412, Thomas No. 1 and D3271.

Trip to London

The following locos were seen on a trip to London on 2
April:
67022 Doncaster standby

66001 Doncaster Station
66433 C.H.S.
47812, 66046, 66149, 66112, 66723, 66727, 66738, 66771
Doncaster Yards
66591 Retford
20118/20132, 66703 Peterborough
66060, 66098 Ferme Park
67016 King Cross
66715 East Croydon
66154, 70807 Clapham Junction
92033 Kensal Green

Trips to Stafford

The following locos were seen on a trip to Stafford on 9
April:
Moorthorpe 66571
Sheffield 66621
Derby 60017
Tamworth 66023, 66081, 66076, 66740
Burton on Trent 66148
Roberts Road 66769
Doncaster 66136, 67024
Stafford
66115, 66304, 66428, 66715, 92029 Intermodal
37607/37218 Nuclear flasks
66023, 66749/66752, 68005 Departmental
66182, 66709 Cars
66721, 66761 Biomass
66424, Light engine movement
31601/50008 Light to East Lancs
66501, 66567, 66587, 66592, 66593, 66599, 70016, 90029,
90041, 90042, 90049 Freightliners
E.M.Us 350368/370/377, 319368/382 in Northern livery

The following locos were seen on a trip to Stafford on 14
May:
Sheffield 66615
Chesterfield 66101
Derby 31190, 66753
Burton on Trent 66145, 66188, 66713
Tamworth 66206
Stafford
66186, 66305, 66434, 66712, 90028/90021 Intermodal
66076, 66116 Cars
66757, 68013 Departmental
68005, 57312, 47237/57615/57613, 92041 Light engine
movements
20305/20309 Nuclear flasks
67012/67029 Network Rail Train
66503, 66505, 66567, 66588, 66593, 70006, 70007,
86609/86610, 90042, 90043, 90049 Freightliners
EMUs 350371/373/375

Egyptian Diary

Well following on from my last report I'm still without
permission to photograph at Luxor railway station. This
situation is not good as I haven't been to the station for a
while; hence no Egyptian railway details to give you. Will

hopefully have some Egyptian news for the next mag, I will make it a priority to visit the station and Station Master to see if the situation has changed so that I can carry on as I did in the past.

The good news is I visited Britannia in February and have some British railway details for you.

Departed Egypt on the 27th February, (my visa was due to expire on the 5th March). After a 3 hour trip across the Eastern desert, flying out of Hurgada aboard EasyJet A320 G-EZOA, arrived into Gatwick 40mins early. Stood outside the North terminal on a very cold night awaiting my pick up. With our early arrival he was still in McDonalds, but soon came to meet me after my phone call!

Next day Saturday 28th, my first sight of British trains was an hour on Fratton station, about 17.00 just after a Pompey / Oxford match, so plenty of security on the station, police and private. "Thought I was going to be questioned about what I was doing", just kept a low profile and tried to look normal. Trains usual fare for those parts, Class 158, 377, 444, 450s and interesting to see 313s on the Coastway service to Brighton.

Monday 2nd March a good trip from Fratton to Lincoln. When at Kings Cross had to turn around a few times before finding my bearings, all I could see were shops with a very fancy roof, then looking for my train an East Coast one, by the 2nd March it was Virgin East Coast, all very confusing. Bit like time traveling for me! Locos spotted on the journey: 59205 Woking, 67024 Kings Cross, 37059, 66169, 66516, 66571, 66588, 66726, 66740, 66752, 66765 Peterborough. Apart from the usual 91s and EMUs.

Onward to Leicester on the 6th March after a nice week with my daughter Debs. Locos noted 66130 Mountsorrel, 66037, and Fertis 56s 031, 038, 061, 065, 069, 104, 106, 303, 37906 Leicester. Had an interesting time in Leicester, my son-in-law Drew was standing for Leicester South in the upcoming elections, so did a bit of canvassing and attended TUSC meetings, also not every day you can attend a Kings funeral, so my daughter Julie and myself watched King Richard III's funeral as it made its way to the Cathedral. Drew standing for TUSC didn't attend. We had a good couple of nights in the "Kings Head" where a beer festival was taking place; a good few pints of Black Country Ales were enjoyed.

Had to go to Peterborough on the 11th to get a new passport so on the train again this time Cross Country. Locos noted on the trip, 66008, 66130, 66133, 66702, 66752, through Peterborough station, 70009, 66713. We travelled back on 170105, have had this unit previously, with Midland Main line, St Pancras - Nottingham, and with Central trains, Birmingham - Lincoln. On my way again on the 23rd March, Leicester to Basingstoke. Locos 66715, Kettering, 66074 Bedford, 66171 Luton, 66060 Cricklewood. After leaving Waterloo my mind went back almost 50 years when we were between Weybridge and Farnborough, back to 1966 with "Flying Scotsman" on Alan Peglars "Farnborough Flyer" we were on the slow when 34023 "Blackmore Vale" came up to us on the fast. We ran side by side for a few miles, exciting times! A few members of the Pennine remember this also. So arrived in

Basingstoke and stayed there for a week or 2 with my cousin gardening Lady Rockley's 10 acres.

I was off back to Portsmouth on the 8th April so had a couple or so hours on Basingstoke station. Locos 66174, 66593, and 70004 through on freightliners. Noted passing Eastleigh 66006, 66155, 66174, 66509, 70808, 08904. Then homeward bound on the 15th April, early start 05.55 train out of Fratton, I was by myself in the carriage; but by Three Bridges where I had to change the train was full to bursting, guys sat in the luggage space! (Do not envy their lifestyle; I was off time traveling again, but back to a more relaxed life). Loco noted en-route 66719. So back to the North terminal and EasyJet A320 G-EZWT and flight to Hurgada. Home 21.30 a long day, but good to be back after 6 weeks away. Best wishes, Steve. Egyptian correspondent!

Pennine Quiz No. 160

Lancashire & Yorkshire Quiz

Paul Slater

1. Where was the Lancashire & Yorkshire's locomotive works?
2. Where did the Axholme Joint Railway diverge from the Doncaster - Goole line?
3. At which station was Branwell Bronte once employed?
4. Which company besides the Lancashire & Yorkshire operated the Axholme Joint Railway?
5. Name the summit between Todmorden and Burnley.
6. Where did the Dearne Valley Railway connect with the Hull & Barnsley Railway?
7. Name the station east of Knottingley with a display of Lancashire & Yorkshire railwayana.
8. Give the number of the preserved Lancashire & Yorkshire 2-4-2 tank.
9. Which is the nearest station to Lumb Bank residential writing centre at Heptonstall?
10. Where is there an impressive viaduct surviving from the former Dearne Valley Railway?
11. Where is there an attractive station house at the site of the first station south of Knottingley on the line to Shaftholme Junction?
12. Name the 15-inch gauge steam line on the trackbed of the Clayton West branch.
13. Name the depot south of Preston, one of the last steam sheds in use.
14. Why was the Rishworth branch built?
15. What was the first station north of Shaftholme Junction on the line to Knottingley?
16. Name the depot west of Burnley, another of the last steam sheds in use.
17. Where was the terminus of the goods branch from Epworth?
18. Where was the terminus of the Dearne Valley passenger service from Wakefield?

19. Name the former Lancashire & Yorkshire station in Wakefield.
20. Where was the terminus of the branch from Reedness Junction?
21. What traffic now uses the former Dearne Valley bridge over the East Coast main line?
22. Which four companies besides the Lancashire & Yorkshire operated the South Yorkshire Joint Railway?
23. Give the BR number of the preserved Lancashire & Yorkshire 0F 0-4-0 saddle tank
24. Where did the connection from the Dearne Valley Railway join the South Yorkshire Joint Railway?
25. Give the BR number of the preserved Lancashire & Yorkshire 2F 0-6-0.

Pennine Quiz No. 159

The Answers

- 1 W.P. Reid
- 2 Kinnaber Junction
- 3 Cumberland and Northumberland
- 4 Edinburgh
- 5 Jedburgh
- 6 Langholm
- 7 Glen Douglas
- 8 North British
- 9 Maude
- 10 Reston
- 11 St. Boswells
- 12 Sir Walter Scott
- 13 Loch Rannoch
- 14 Lord of the Isles
- 15 Falkirk
- 16 Spean Bridge
- 17 68095
- 18 Glasgow
- 19 Auld Reekie
- 20 Blue Peter
- 21 Midlothian
- 22 D11
- 23 The Pirate
- 24 Glen Dochart
- 25 Loch Morar

The Winner

Congratulations to the winner – Ian Shenton.

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 17th June 2015

Chris Nicholson
'Pennine – A Glance Astern'

Wednesday 24th June 2015

Visit to Barrow Hill Roundhouse
Meet at 18.45

Wednesday 1st July 2015

Jon Law
'Terminal'

Wednesday 15th July 2015

Trevor Evans

Wednesday 5th August 2015

Pete Sargieson

Wednesday 19th August 2015

Derek Porter

Wednesday 2nd September 2015

Mick Barstow
'Through the Ranks – Traction Trainee to Driver Manager'

Wednesday 16th September 2015

THE DAVID BLADEN DIGITAL IMAGE
COMPETITION

Wednesday 7th October 2015

John Zabernik (The 125 Group)
'Project Miller Restoring the Prototype HST'

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Next Issue

The Autumn 2015 issue of Trans Pennine is due for publication on Wednesday 16th September would contributors please let the coordinator have their information by no later than Wednesday 19th August. 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.

The Last Train

Pistons, funnels, leather window straps, smuts, The Isle of Wight once had a railway with them all. And Janet Toms loved it.

Hands up if you know the words to *Last Train to Clarksville*? If not, this 1967 Monkees' song is about meeting for one final time and not knowing if the singer is ever coming back.

There is something melancholy about the idea of a last train. It smacks of the end of an era, a goodnight and farewell to something valued and deeply missed. When it comes to trains, this is a sentiment that, surprisingly, nearly everyone who lives on the Isle of Wight would agree with.

"They should never have closed the railways." This refrain could be the Island's motto, along with Keats' immortal line 'A thing of beauty is a joy forever.' Perhaps the turreted castle that appears on the Isle of Wight Council's crest could be replaced with the class A1X 'Terrier' 0-6-0T No. 13 *Carisbrooke* steam engine in its once familiar green livery?

It isn't just a rail link that people yearn for either, it is a return to the halcyon days of steam engines blustering through the leafy byways and emerging cradled in smoke from one of the three tunnels. The steam railway, that symbol of past industrial wonder could be a lifeline for an offshore island largely dependent on tourism for an income. Of course there would be the inconvenience of pollution but that would be more than offset by the disappearance of hundreds of cars clogging up Newport's infamous roundabout at Coppins Bridge.

The first Island passenger train took to the tracks from Cowes to Newport on 1 June 1862. The local paper described the panorama that would be experienced by passengers as they passed along the four-mile route. Leaving Cowes, the traveller could look out across the gasworks, a brickyard, another brickyard, past the cement-mills then over several bridges until the elegant tower and spire of St Thomas' Church, the keep of Carisbrooke Castle, Parkhurst barracks and prison, the poor-house and the downs behind Newport came into view. Thus the train trundled in each direction for 104 years until it closed on 14 May 1966.

Rather more scenic routes were soon to follow. Over the following decades other companies set their sites on the Island and a series of lines spread across the landscape taking in the compass points of Ryde, Ventnor, Bembridge and Freshwater, with numerous stations, halts and spurs in between. In 1923 they were all united under the umbrella of Southern Railway.

In the beginning not everyone was pleased by the prospect of a large, noisy, iron horse snorting past the front door several times a day. In fact, things got nasty when it was proposed to extend the Shanklin line south to Ventnor. At a public meeting to plan the route, a rumour rumbled around that Lord Yarborough, who happened to own the estate over which it was to travel, had somehow got the

impression that local people didn't want it and therefore intended to refuse permission to cross his land.

Optimistically a deputation was sent to put him right, but the good Lord was having none of it. It was back to the drawing board and plan B.

Unfortunately, any alternative route faced the mountainous obstruction of Ventnor Down. Mountainous it nearly is, for neighbouring St Boniface Down is indeed a mere 20 feet short of being a mountain. The railway company girded its loins, gritted its teeth and began tunnelling 1,312 yards through the rock. The story goes that work started from each end and when the navvies met in the middle they celebrated by having a fight. The line opened on 10 October 1866 and closed nearly 100 years later on 4 April 1966.

Almost from the start, the railway spawned that peculiar all consuming passion that can fill every waking hour. A pencil, a raincoat, a list of what to look out for, and a train spotter is set for a perfect day out. According to *The Independent*, the founder of train spotting was Ian Allan, a railway company employee whose 1942 book *abc of Southern Locomotives* launched his publishing empire. There were once about 8,000 engines so the members were spoilt for choice.

Living less than half a mile from a station, embedded in my memory, along with cocks crowing and the sound of the Light Programme on the radio, are the distant shrieks and rattles of a steam engine preparing itself for the rather demanding pull from Shanklin to Wroxall. There was a difficult gradient here and the train had to take a deep breath before setting off. Then followed one of those magic sounds, the slow, laborious chug chug as the engine took the strain and began to move forward, passenger carriages trundling along behind. The 'last train' ran on 31 December 1966. It was a sad goodbye to the engine No. 31 *Chale* that had for so long serviced the journey to Ryde. As it happened, from Shanklin to Ryde was the only Island line that didn't close. The remaining track was electrified and some old rolling stock from London Underground supplied so that passengers taking the ferry from Portsmouth could still make the rail journey to the south coast resorts.

And is that how it remains, 55 miles of railway reduced to eight? Well, not quite because some dedicated enthusiasts set out to rescue whatever they could. It was good news for the engine No. 24 *Calbourne* that had also worked the Ryde route because she was given a new lease of life with the Isle of Wight Steam Railway. In 1999 a new station opened at Havenstreet and a 1½ mile track was opened to Wootton through beautiful rural countryside. An extension to Smallbook Junction also allowed passengers to join up with the electrified line.

So, grandparents can introduce grandchildren into that magic world of pistons and funnels, leather window straps, posters for seaside resorts, smuts and perhaps above all, that indefinable smell of coal dust plus myriad other artefacts of a bygone age.

The saving of L44

Jim Stringer of Sheerness, Kent remembers

During the winter of 1962-63, I was in the third year of my apprenticeship with London Transport. Working under Tube trains in that weather was no fun, with the only heating being cast iron coal / wood-burning stoves, which stood at either end of the roads and were only really effective if you stood right on top of them.

At that time London Underground still had a small fleet of steam locomotives and I would make my way over to the Steam Shed in a bid to keep warm. During my time in the steam sheds at Lillie Bridge Depot, I learnt the skills required to strip down and repair steam locomotives. It was while I was at Lillie Bridge that I was asked whether I would like to go on a footplate ride over to Croxley Tip, near Rickmansworth, where the many tons of rubbish collected from the tunnels each evening were finally laid to rest. The Train in question comprised one of the Ex BR / GWR Pannier Tanks (L97), four 'rubbish' wagons and a brake van. The resulting 'trip' was great, and the driver certainly knew how to impress a mere lad of 19 when it came to breaking all speed limits as we thundered along towards Croxley on the Metropolitan Line.

It was during my frequent visits to the steam sheds that I met up with Gerald Fitzgerald, a locomotive fitter, approaching retirement age, who was very passionate about his steam locomotives and spoke with some considerable regret that many were to be withdrawn from service and scrapped. I too felt that this was a short sighted move by London Transport, and agreed that we should do all within our power to save at least one of them. On Gerald's advice we opted for L52, built around 1901 by the Yorkshire Engine Co. to be saved for future generations to enjoy. On my return to Acton I sought an interview with J. G. Bruce, who as well as being high up in the ranks of management, was also known to be an enthusiastic historian where London Underground was concerned, and put my suggestion of preservation to him. J.G. was indeed very sympathetic, and while keen to assist in any way possible, advised that my suggestion of having L52 on permanent display at Neasden was never likely to happen, but he did pull some useful strings and obtained a price of £500 for the locomotive. It was at this point that I contacted the London Railway Preservation Society, and attended a meeting with three of their committee in the buffet at Liverpool Street Station to draw up a plan for the future of L52.

We started up 'The Met Tank Appeal Fund' and soon money was rolling in from all corners of the globe. Donations large and small were all recorded in a book and before long we had achieved our goal, and much more besides with our final tally in the region of more than £1,000.

We were now in a position to go 'officially' to The London Transport Executive but were told that L52 was found to have a cracked mainframe, and was therefore not a viable proposition for preservation. However, we could

have L44, formerly Metropolitan Locomotive No.1, which would only cost £450.

There followed a long frustrating period when we found that our proposal to steam L44 up to its new home in Bishop's Stortford was not looked kindly upon by British Railway's Eastern Region, over whose rails it would have to pass. Something to do with the smoke / steam corroding the overhead lines, would you believe?

Following a change of venue for its storage from Bishop's Stortford to Luton, which was reached by going over London Midland Region metals, British Railways relented and gave the necessary permission to move the locomotive under its own steam to its new home. The year was now 1964 - almost three years since the appeal was launched. During the time taken to secure a path over British Railway's tracks, we made several visits to Neasden to clean and polish our new purchase. The first thing to change was the removal of numerous coats of 'Bullock Maroon' paint which was hiding the brass safety valve dome - how we toiled to get that brass shining again. When the day came to move L44 to Luton, it was my intention to travel for part of the way on the footplate, and for which local permission had been granted, but with so many others occupying that limited space, with far more right to be there than me, I was ordered off at Wembley Park, but at least I did get to travel on her for a short distance.

Having to pay for the services of extra crews, coal, a pilot and of course the use of LMR Track, we were cleaned out. However, we did acquire a great quantity of useful spare parts which were gathered (as scrap) from Neasden shortly before her departure.

I am of course delighted that L44 is in such a fine condition after almost 50 years in preservation, which can only be attributed to the dedication and skill of those hard working volunteers at the Buckinghamshire Railway Centre who carried on when our initial task had been achieved. Long may she survive and continue to provide pleasure and enjoyment to those who come into contact with her - after all, that's why I wanted her to be saved.

Sir Keith Park Lives On

After 47 years, a steam loco bearing a famous name is restored. Nick Thompson has the story.

In the May 2010 edition, *Best of British* reported on a project to restore Battle of Britain class steam loco No. 34053 which was named *Sir Keith Park* after the leader of the fighter squadrons who bore the brunt of the German attack in the summer of 1940. Air Vice-Marshal Park had been a charismatic commander, whose cool judgement and personal experience as a fighter pilot in the First World War had led Britain to victory against great odds. That averted an imminent invasion, and was the first step in turning the tide of the war.

At the time, Park received little thanks. His next posting was to a pilot training school, an important role but certainly not a promotion, though he returned to the front line in 1942 when he commanded the air defence of Malta,

once again turning imminent defeat into victory. When the war ended he was knighted and promoted to Air Chief-Marshal, though he soon retired from active service. He returned to his native New Zealand where he led a quiet life in Auckland until his death in 1975.

In the late 1940s the Southern Railway was building new locomotives to work express trains in Kent, above which the battle had been fought out, and named them after the people, places and squadrons involved. The third of this series was named *Sir Keith Park*, by the man himself, at Brighton station on 19 September 1947. Subsequently the loco worked on the lines from Waterloo to the West Country and was based at Bournemouth until it was withdrawn from service in 1965, to make way for electric trains. Like most of its counterparts it was swiftly despatched to a scrap yard, but that is where fate intervened. Locomotive were generally cut up promptly, but *Sir Keith Park* went to Woodham's yard in Barry, South Wales, which was busy scrapping coal wagons, and locos were stored in its endless sidings at the edge of Cardiff Bay. In the following years, many of those locos were bought by enthusiasts and restored for use on heritage railways that sprang to life in the 1970s. However it was another 18 years before the very rusty *Sir Keith Park* was purchased for use at the planned Bournemouth Steam Centre, a scheme that never got off the ground. It was sold on, and spent time at Hull, Crewe, Chippenham and Williton, where it was due to donate components to another of the class undergoing restoration. However, times had moved on, and by 2007 a campaign was underway to build a statue of Sir Keith Park for the empty fourth plinth in Trafalgar Square. This spurred interest in the restoration of the loco bearing his name, which was bought by Southern Locomotives Ltd (SLL), a not-for-profit company specialising in loco restoration, and also attracted a generous sponsor willing to pay a significant portion of the huge cost involved.

When it was delivered to SLL's base, the haulier's note said, 'The Remains of Sir Keith Park'. Many parts were missing, major boiler work would be required, and the whole thing had sat rusting for more than 30 years.

However it was stripped to the frames, deep cleaned, and then the slow task of rebuilding and reassembling a 120-ton loco and tender could start. The project was based at the Herston Works of the Swanage Railway, which it shares with SLL. SLL has eight locomotives in various stages of restoration and operation, three of which are in regular use at the Swanage Railway.

The assembly process of a large loco starts with cleaning and repairing of the frames, mounting it on the main driving wheels (74 inches in diameter in this case), adding the front bogie and rear wheels, fitting the valve gear and cylinders, and brake gear. In parallel, the boiler must be repaired and tested, probably the most difficult and expensive part of the whole project. Finally the boiler can be mounted on the frames and it starts to look like a loco again, but there are still months of work required to add the driving cab, pipework, many layers of paint, and so on. In this case an entire new tender was needed.

Finally the work was complete and *Sir Keith Park* was hauled from the workshop and on to a huge low-loader lorry. The Severn Valley Railway had offered to lease *Sir Keith Park*, and the low-loader spent two days making a roundabout journey to Bridgnorth where it was carefully transferred to the tracks again. However, the Herston workshop has no facility to run a loco in steam, not even a few yards, and several weeks of trouble shooting ensued, fixing small leaks, and tightening bearings. At last the big day arrived, 25 August 2012, and *Sir Keith Park* hauled a train full of passengers for the first time in 47 years.

Back in London, time had moved on too. A temporary statue of Sir Keith Park was installed on the fourth plinth for some months, then in September 2010 a bronze statue was unveiled in nearby Waterloo Place, outside the New Zealand High Commission. So now a fitting memorial to a great man stands in the heart of London, while in rural Worcestershire many thousands will enjoy the sight, sounds and smell of a beautiful machine, and perhaps learn more about the man whose name it bears.

The final cost of the restoration was around £750,000. It would have been much higher without the many volunteers who worked alongside our small core of paid staff. For all those who helped to restore *Sir Keith Park* there was a short period of enjoyment of a job well done, then it was back to work. Another member of the Battle of Britain class, No. 34072 257 *Squadron* needs a major overhaul that will cost around £250,000, so we are back in the workshop doing hard, dirty and noisy work which is somehow enjoyable when you see the finished product. We gain some income from the leasing of our locos for their use on heritage lines, which contributes to their overhaul and upkeep, but there is never enough to pay for the cost of the original restoration from scrap-yard condition. That money comes mainly from our 700 shareholders who don't expect a financial return, just the pleasure of seeing these locos in service, plus the annual opportunity to drive and fire one. Shares are offered for £250, or by a monthly payment of £10.

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