

TRANS PENNINE

The Magazine of the Pennine Railway Society



No 173 Autumn 2015

Photos

Front Cover

The photo taken by Graeme Wade shows 4464 "Bittern" arriving in Lincoln on 30th December 2014 with the "Farewell Bittern" tour from Kings X to Lincoln, just before its main line ticket expired, coming over the Great Northern Terrace Crossing.

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

Worst Late Runner - Service Improvement

The worst train service in 2014 was the SouthernRail 07.29 Brighton - Victoria which failed to arrive on time on all 240 journeys. The summer timetable saw this service due to arrive in Victoria 3 minutes later and not stopping at Wivensfield. That should help!

Return of Parcels Traffic?

The Rail Minister is not averse to the carriage of parcels and other low-bulk goods on passenger trains. Red Star Parcels was the last BR parcel business to survive. It was sold to Lynx Express in 1999 but no longer exists.

Vivarail D-trains

Vivarail is planning to convert 156 driving cars and 70 trailers bought from London Underground (D78 District Line stock) into diesel units for National Rail routes. Initially, these may be used on some Welsh routes, including the Valley Lines until the network around Cardiff is electrified, allowing the withdrawal of Pacers. They could enter service as early as 2016.

Ordsall Chord Challenge

A legal challenge is likely to further delay construction of Manchester's Ordsall Chord. The Ordsall Chord would provide a new line connecting Deal Street Jcn near Salford Central with Castlefield Jcn on the approach to Deansgate, allowing Oxford Road, Piccadilly and Victoria stations to be linked by heavy rail for the first time.

Barrow Hill

The Society again had a private visit to Barrow Hill, on 24 June. A total of 22 members and friends took part in the visit, which is generally now an annual event. The evening began in overcast conditions, but later in the visit the sun came out allowing for excellent photos. The evening was again a success although, unfortunately, no one was working in the DPS shed so it was not possible to enter there.

Northern Power House "Paused"

The Government has announced that rising costs and missed targets meant that Network Rail's modernisation plan was now untenable. As a result, electrification work on the Midland Main Line from Bedford to Sheffield and on the trans-Pennine Leeds – Manchester route was being "paused". Electrification of the Great Western main line is being prioritised. HS2 and London projects, including Crossrail are untouched.

Construction of HS2

Building the first phase of HS2 will begin in 2017. Latest changes to original proposals include moving the existing Heathrow Express at Old Oak Common to Langley, near Slough, instead of to the North Pole East depot site, and changes to the route near Lichfield so that the railway will pass under the A38, the WCML and the South Staffordshire line, rather than cross them on viaducts.

Pendolino Conversions

One First Class coach in each of Virgin's nine-car Pendolinos is being converted to cope with the rising number of passengers on the WCML. Coach "G" in each set will be converted, with work on all sets to be completed by September.

Coal Traffic Decline

The reduction of coal to fuel power stations has led to DB Schenker Rail UK to announce proposals to close its Worksop depot and merge the depots at Carlisle and Warrington.

More Bombardier Electrics

At least a further 45 London Overground trains are to be built, following on from the first fleet of Class 378s. 31 trains will replace 315s and 317s on the Overground West Anglia and Romford to Upminster routes, 8 for Gospel Oak and Barking (after electrification) and 6 to improve services on other Overground routes.

Class 700s

The first Siemens German-built Class 700s for Thameslink has arrived at Three Bridges depot. They are expected to enter service between Bedford and Brighton within a few months. The order is for 1140 vehicles to be formed into 60 8-car and 55 12-car trains. All will operate as full sets as there are no intermediate driving cabs.

FGW Order (AT300s)

A new fleet of 29 hybrid Hitachi trains is to be bought for First Great Western. These will be similar to the Intercity Expresses with larger diesel tanks to cope with the longer non-electrified routes they will serve west of Newbury or Bristol. This means the last of the HSTs can be stood down by the end of the decade.

Selby Celebrations

Celebrations were held at Selby station on 1st July to mark the 175th anniversary of the opening of the Selby – Hull Railway. 175 pieces of free cake were available at the station buffet "Choo Chews".

Ian Allan

Ian Allan, familiar to generations of enthusiasts, has died, aged 92. Most remember his "ABC" guides, and our first combined, which he developed after working in the publications department of the Southern Railway and seeing regular requests for details of "names and numbers". He went on to found the successful transport publishing business.

He was also a founding director of the then Dart Valley Light Railway Ltd.

How many of us would be enthusiasts without those spotting books?

Light Rail News

BLACKPOOL

The enhanced heritage service provision during the school summer holidays has seen two cars rostered during the day with boat cars a priority in any fine weather. Balloon 715 returned to service in 1990s green/cream livery earlier in the season, is amongst the regular poor weather substitutes. The weekend of 26/27th September will see a celebration to mark the 130th anniversary of the tramway. Two days of enhanced heritage running will feature the return to service of twin-car 675/685 in 1970s livery and railcoach 680 on loan from the Heaton Park tramway in Manchester. A few other surprises are expected and details and updates can be found on the excellent "Blackpool Heritage Tram Tours" website.

MANCHESTER

Construction of the second city crossing has seen the busy St Peters Square stop closed for rebuilding work during the summer with a tram replacement bus service running between Piccadilly Gardens and Deansgate stops. The latest new M5000 tram to be delivered is 3102 on 24th July.

SHEFFIELD

This current phase of track replacement is taking place on the section between City Road and Gleadless. Stagecoach are providing the replacement buses resulting in "TAYWAY" branded Enviro deckers from Dundee espousing the delights of Arbroath and Carnoustie gracing the streets of Sheffield. Supertram will mark its 21st birthday this autumn and a depot open day is planned on 25th October. Current reports suggest the 1st tram-train vehicle, numbered 399201, is due to arrive in December.

MIDLAND METRO

Friday August 14th saw the last runs in normal service of the original fleet of T69 trams. On the last day just car 016 remained in traffic and ran four round trips until late morning when it was replaced by CAF Urbos car 33 at Snow Hill before returning to Wednesbury depot to be ceremonially shut down. 016 is expected to remain on site and be used as a works car with the rest of the withdrawn fleet to be stored at Long Marston.

NOTTINGHAM

The new Nottingham Railway Station stop opened on 27th July. An announcement on the opening date for the new extensions to Toton Lane and Clifton South is expected imminently.

Three Midland Branches

Paul Slater

In the 1950s the short branch to Dursley from Coaley Junction, on the Birmingham – Bristol main line, acquired a certain fame because of the use of elderly Midland 1F "half-cab" 0-6-0 tanks on the branch trains, perhaps at the time the only example of this type of locomotive being regularly used on passenger trains. The Dursley branch closed to passengers on 10 September 1962, and survived another eight years as a freight-only line, closing completely in 1970. The local passenger service between Bristol and Gloucester was withdrawn on 4 January 1965, and Coaley Junction was closed, although the Birmingham - Bristol main line continued to be busy with long-distance traffic. Goods facilities were withdrawn from Coaley Junction on 1 November 1966. The last surviving section of the Dursley branch was a short siding to serve a stone-crushing plant at Coaley Junction.

In May 1995 Chris and I spent a weekend in the Bristol area, and I noted that the site of Coaley Junction station was now a coal merchant's yard, and the signboard at the gate carried the old name of the station. The goods shed still stood. A stopping passenger service between Gloucester and Bristol had been re-instated, and some new stations were built. Cam and Dursley was opened on 18 May 1994 by a senior member of Gloucestershire County Council: I saw that the station was signposted as the Cam and Dursley park and ride, and stood a few hundred yards on the Gloucester side of the site of Coaley Junction. It was a basic unstaffed station, with two platforms, two shelters and a footbridge, and was provided with a spacious car park. I saw an attractive reminder of the past in the sign on the wall of the Railway Inn adjacent to the site of Cam station, the only intermediate station on the Dursley branch, depicting 0-6-0T no. 41748 with a passenger train on the branch.

The line from Mangotsfield to Bath was at the south-western extremity of the Midland's far-flung system, and was deep inside Great Western territory. In addition to its purely local function, it was important as the principal link between the Somerset & Dorset system and the rest of the national network, and could properly be regarded as a main line rather than merely as a branch off the Birmingham - Bristol trunk route. As well as the local service to Bristol, and through traffic via the Somerset & Dorset, the Bath line also carried tourist and excursion traffic.

The last through express working over the Somerset & Dorset from the north was re-routed in September 1962. After the withdrawal of the local service between Bristol and Gloucester, Mangotsfield station continued to be served by the Bristol – Bath locals until 7 May 1966, when the service was withdrawn; the same date also saw the closure of the Somerset & Dorset. The section of the Birmingham – Bristol main line through Mangotsfield was closed in 1969, trains being re-routed via Filton and the connection from

The Bath branch closed completely on 28 May 1971, but more recently has seen revival as a preserved railway. At first known as the Bristol Suburban Railway, the Avon Valley Railway now operates steam trains out of Bitton, where the station and goods shed have been restored. In 1995 Chris and I enjoyed a ride on the Avon Valley Railway, and I saw that the trackbed of most of the Mangotsfield - Bath line had been converted into a footpath and cycleway, which ran alongside the preserved railway; Warmley station had been partially restored, a signalbox stood on the site of the level crossing, and the picture of a crimson 4-2-2 on the sign of the Midland Spinner public house served as a reminder of the line's past.

The branch from Tate to Thornbury closed to passengers on 19 June 1944 and to goods on 20 June 1966; Yate station on the Birmingham - Bristol main line closed on 4 January 1965. Following the closure of the Mangotsfield – Bath line in 1971, six miles of the Thornbury branch from Yate to Tytherington quarry were re-laid with track from the Bath line, and since 3 July 1972 block trains of stone have operated over the branch. A new station at Yate was opened on 11 May 1989 by the Chairman of Avon County Council, this being one of a number of station improvements and re-openings in the Bristol area financed by Avon County Council. The first train to call at the new station was a Gloucester - Bristol local on 15 May 1969, worked by a "Sprinter" unit.

In 1995 I noted that the new station at Yate had staggered platforms of pink interlocking bricks, each with a basic modern shelter. The platforms were on either side of the road overbridge immediately to the north of the site of the old Yate station; the original house and goods shed still stood. The re-instated Thornbury branch could easily be seen at the level crossing on the road from Iron Acton to Alveston; this had automatic barriers and flashing lights, but there was a reminder of the past in the name "Crossing Cottage" on the attractive stone-built house adjacent to the line, with an old British Transport Commission notice warning against trespass affixed to the wall facing the road.

I enjoyed seeing what was left of these three branches during my weekend with Chris in the Bristol area, and I included my observations in three articles in the "Know your Midland" series which I wrote for the Midland Railway Trust's magazine "The Wyvern".

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

- | | |
|--------|---|
| May 28 | 67016 Standby
60066 Rails
66003 MBAs
47739 C.H.S.
66416, 66556 Freightliners
66127, 66185, 66720 Intermodal
66137 Gypsum
66714 Sand
66069 Steel
66719, 66426 Departmental
66144, 66040/60017/66127, 66955 Light engine movements |
| Jun 4 | 67024 Standby
60095 West Yard
66590, 66591 Freightliners
66089 Rails
66021, 66106, 66754 Intermodal
66113, 66704, 66726, 66426 Departmental
66030 Light engine
66728/ 66753 t.& t.empty coal wagons
66124, 66757 Stone
66720 Sand
66016 Steel |
| Jun 9 | 67018 Standby
60085 C.H.S.
66084 Rails
66507, 66566/66590 Freightliners
66085, 66176, 66730 Intermodal
66724/66750 Departmental
60047, 66721/66761, 66023 Light engine movements
66148, 66704 Stone
66113 Steel
66737 Sand
66516 two tanks from Ipswich |
| Jun 16 | 67024 Standby
66589, 66590 Freightliners
66021, 66164, 66740 Intermodal
66080, 66719/66725 Departmental
66016, 66547, 66766 Light engine movements
66588 Tanks
66723 Sand
66113 Steel
66198 Empty? from Plasmor |
| Jun 18 | 67018 Standby
66051 Rails
66110, 66160, 66726 Intermodal
66710 Coal
66533, 66541 Freightliners
66012 Light engine
66184 Stone
66723 Sand
60074 Empty? from Plasmor
66719 Departmental |

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Jun 25	67018 Standby 47727 Wabtec 66016, 66745 Departmental 66538, 66566 Freightliners 66077, 66158, 66747 Intermodal 66081 Rails 66144 Gypsum 66537 Route learning 66701 Coal 66711 Sand 66154 Stone 66155 Steel	Jul 30	66755 Sand 56105/56087, 66005/60017 Light engine movements 66750/66739 Departmental
Jun 30	67024 Standby 97301 West Yard 56105 C.H.S. 66567 Leeds FLT – Felixstowe 66061 London Gateway – Wakefield Europort 66127 Bow - Heck 66126 Scunthorpe Trent – Doncaster Decoy 66431, 66738, 66772 Roberts Road	Aug 4	67006 Standby 66543, 66591/66955 Freightliners 66003, 66185 Stone 66094, 66017, 66144, 66717 Intermodal 66053, 66193 Light engine movements 66124/66144, 66750 Departmental 66006 Rails 66590 Tanks 66706 Sand 57310/57301 Kings Cross – Prestonpans excursion
Jul 9	66027 Rails 66106, 66065, 66037 Light engine movements 66502, 66414/66587 Freightliners 66054, 66115, 66718 Intermodal 66765, 66162 Departmental 66720 Gypsum 66709 Sand 66090 Steel	Aug 6	67012 Standby 66540/66543, 66588 Freightliners 66001, 66122, 66144, 66717 Intermodal 66051 Stone 66115 Limestone 66725 Sand 66132 Rails 66712 Coal 66230, 66750 Departmental 66074, 66185 Light engine movements
Jul 14	67005 Standby 66150/66206 Rails 66517, 66532/66542 Freightliners 66128, 66171, 66754 Intermodal 66709 Gypsum 60066, 66736 Departmental 66746 Coal 66038/66136, 66132 Light engine movements 66724 Sand 66177, 66705 Stone 66511 Tanks 66139 Steel	Aug 11	67012 Standby 66517, 66566 Freightliners 66116, 66118, 66161, 66701 Intermodal 66748 Coal 90036 Kings Cross- Edinburgh excursion 66093 Stone 66725 Sand 66505 Tanks 66069/67028, 66301, 66754 Departmental 66207 Light engine
Jul 21	67006 Standby 26007 West Yard 47739, 70802 C.H.S. 60001 Rails 66527, 70005/70009 Freightliners 66112, 66119, 66713 Intermodal 66005, 66100 Light engine movements 66174 Gypsum 66177 Empty stone 66083, 66716 Stone 66060 empty limestone 66748 Sand 66016, 66701/66714 Departmental	Aug 13	67012 Standby 37604 Network Rail train IN West Yard 66118/60074 Rails 66572, 70008 Freightliners 66116, 66118, 66151, 66743 Intermodal 66161, 66715 Departmental 66722, 66771, 92033 Roberts Road 66756 Coal 66051 Stone 66725 Sand 66171 Light engine 47812 Light engine Barrow Hill to Edinburgh
Jul 30	67029 Standby 66503, 66570/66416 Freightliners 66762 Coal 66098 Empty limestone 66094, 66152, 66232, 66725 Intermodal 66230 Gypsum 66126 Stone	Aug 18	67029 Standby 66204/60040 Rails 66537, 66540 Freightliners 66089, 66139, 66765 Intermodal 60054, 66764 Departmental 56113, 66170, 66192 Light engine movements 66752 Coal 66186 Steel 66757 Sand 66543 Tanks

Aug 25 67008 Standby
 20305/20308 West Yard shunting snow ploughs
 66503, 66571 Freightliners
 66040, 66151, 66765 Intermodal
 37604 Network Rail train
 66012, 66731 Departmental
 66704 Sand
 66088 Stone
 66051 Empty limestone
 66707 Wagons out of Wabtec
 66756 Gypsum
 66037 Light engine
 66723 Coal

Recent sightings at Hatfield & Stainforth have been:

May 28 66016, 66143 Biomass
 600100 Steel

Jul 14 60010 Steel
 66021, 66041 Biomass

Jul 31 70802 Preston tanks
 66024, 66053 Biomass
 66136 Steel

Aug 4 60047 Tanks
 66206 Steel
 66090, 66116 Biomass

Aug 6 60037 Preston tanks
 66206 Steel
 60015 Light engine
 66116, 66170 Biomass

Aug 11 60010 Light engine
 60076 Preston tanks
 66187 Steel

Aug 13 60047 Preston tanks
 66187 Steel
 66068, 66185 Biomass

Recent sightings on the Gainsborough – Barnetby line have been:

May 10 66017 on goods train
 May 11 66748 on coal train
 May 17 66018 on p.w. train
 May 18 66754 on coal train
 May 24 66044 and 66154 on steel trains
 66084 on coal train
 66069 light engine

May 31 66206 on biomass train

Jun 11 66618 on coal train

Other recent sightings have been:

May 16 60099 on iron ore train, 60100 on steel train and
 66129 on coal train at Melton Ross

May 22 66762, 66761, 66728, 66749, 66706, 66730,
 66758, 66065 and 66110 at Peterborough
 66123 at Finsbury Park
 90001, 90003-006, 90008, 90013 and 90015 on
 Liverpool Street – Norwich services
 90048 on Freightliner at Chelmsford
 70014 on Freightliner at Manningtree
 66504/66505 on Freightliner at Stowmarket
 70016, 66558, 66415, 90047, 66543, 66568 and
 66517 at Ipswich

May 23 90001-004, 90006, 90008, 90011 and 90013 on
 Liverpool Street – Norwich services
 70013, 70014, 66588, 66534, 66593, 66502,
 66554, 66517, 66504, 66567 and 90047 at
 Ipswich
 66081 on aggregates at Stowmarket
 66739 on Freightliner at Manningtree
 47813 and 47805 on Norwich – Great Yarmouth
 service
 66751, 66738, 66747, 66763, 66704, 66765 and
 66761 at Peterborough
 66595 and 66597 on p.w. train at Doncaster

May 29 66082 on Tilcon at Hull
 66728, 66751, 66732, 66705, 66017, 77569,
 37607 and 37608 at Peterborough
 66563 and 66598 on Freightliner at March

Jun 9 66141 on Tilcon at Hull

Jun 13 66714, 66764, 66769 and 66850 on Doncaster
 Roberts Road

Jun 19 66155 on Tilcon at Hull
 66207 at Tyne Yard

Jun 20 66031 and 66060 on steel trains at Retford

Jun 24 66004 on Tilcon at Hull
 66714 at Potters Selby

Jun 26 66004 on Tilcon at Hull

Jul 1 66726 at Potters Selby

Jul 9 66560 Departmental and 70014 Freightliner at
 Swinton

Jul 10 70802, 70804 and 70810 at Doncaster
 66772, 66713 and 66715 at Roberts Road

Jul 28 66134 on Tilcon at Hull
 66230 at Gascoigne Wood

Aug 10 66160 at Gascoigne Wood

Aug 25 66587 on Ipswich tanks at Mexborough

Midland Region

Loco seen at Carlisle on 3 June were 66158 Mossend –
 Clitheroe cement, 66424 Carlisle – Crewe departmental,
 60087 Carlisle – Chirk logs, 20308, 37409, 37609, 66302,
 66421, 68007 Kingmoor Depot, 66506, 66530, 60019,
 66137 Kingmoor Yards, 46115/47237 Lancaster – Carlisle
 (The Dalesman), 37423/37688 Barrow – Carlisle

Locos noted on 27 June were 68014 (09.10 Kidderminster
 / Marylebone), 68013 (17.06 Marylebone / Birmingham
 Snow Hill, and 68009/10/15 on Wembley depot. Noted at
 Aylesbury were heritage "Bubble Cars" 55020 on depot
 and departmental W977873 stabled adjacent to the station.

Other recent sightings have been:

Jun 12 68008, 68011, 68012 and 68013 on Chiltern
 services
 66420 and 66415 on Freightliner at Solihull
 68001 light engine, 66717 on freight and 66007
 on Freightliner at Banbury

Jun 13 66050, 66088, 66057, 66003, 66104, 66058,
 66051, 60044 and 70806 in Bescot area

Jun 20 57308 and 66218 at Preston

Jul 10 56113, 31105, 08415, 37175, 37194, 47818,
 31459, 73139, 31464 and 31108 at Derby
 Research Centre

Scottish Region

Thursday 11th June at Edinburgh Waverley saw 67006 (Thunderbird) and 92033 (Sleeper) stabled with 68002 on 2G13 17.08 Edinburgh / Glenrothes and 68007 on 2L69 17.20 Edinburgh / Cardenden Fife Circle commuter trains. Locos noted on 26 June were 92018 at Edinburgh Waverley, 08472, 08615, 31233, 57316 and 47786 at Craigentenny, 66603, 66513, 66595 and 66597 near Dunbar, 68008 on 17.08 Edinburgh / Glenrothes and 68007 on 17.20 Edinburgh / Cardenden. Edinburgh Trams seen working were 252, 268, 274, 276, 257, 275, 269 and 264.

Southern Region

Another daytrip to the outer reaches of the Oyster card area took your membership sec. to the delights of Cheshunt (Zone 8) and Chingford. Services have now been transferred to TFL and several of the 315 EMUs have been repainted to reflect this.

Railtours and Charter Trains

Locos seen on railtours and charters have been:

May 30 (Preston to Scarborough) 45690
("The Eden Project") 66014, 66156
Jun 6 ("The Don & Went") 60079, 66177
Aug 10 (GBRF Charity Day) 66701, 66736, 20096,
20107

Preserved Railways

Locos working at the Great Central Railway Woodford 50th Anniversary on 13 June were 43106, 45305 (as 44814), 47406 (as 47203), 48624 (as 48121) and 92212. D5185 and 92214 (as 92220) worked a private charter. Locos used at the North Norfolk Railway Summer Diesel Gala on 12 June were 37059, D6732, D5343, D5401, D5631, D7076, 25057, 12131 and Class 101 DMU. Noted on the Society visit to Barrow Hill on 24 June included D4092, 08389, 08786, 20301, 20302, 20303, D5054 (ex East Lancs Railway), 27066, 37038, 37175, 37421, 37503, 37510, 37521, 37714, 37884, D212, D213, 45060, 47815, 81002, 84001, 89001, unit 3918, trailer 82101 and steam 68006. In the Roundhouse were 12589, 03066, 26007, 33035, 33108, D6757, 37057, 37668, 58016, E5001, E3035, 81002, 85006; Steam 506 "Butler Henderson", 41708, 1000 Midland Compound, 8217 LNER, 5164 and 2500 LMS. Work is progressing to convert a Class 37 into a "Baby Deltic" D5910. Locos working at the Great Central Railway Nottingham Diesel Gala on 10 July were 47292, D7629, D5580, 56097, 41001 (HST), 66765, 73110 and 37009. Locos used at the Wensleydale Diesel Gala on 18 July were 37674, 47715, 37057, 56098, D5580 and 66761. Locos working at the Middleton Railway Hunslet 150 Gala on 18 July were 7051 "John Alcock" and steam locos 19, 66 and "Beatrice".

Foreign Sightings

The Treasurer noted 66229 at Vaires Torcy, Paris, on 11 June.

Egyptian Diary

Things here are much the same as last time I reported, I still haven't got permission to photo, so have not been to the station.

Tourism is very quiet, but not in all of Egypt the Red Sea is busy, with folks from all over Europe visiting. I checked Flightradar24 the other day and counted 33 flights into Hurgada, so not all people are put off from visiting here, it doesn't help though when the British FCO tell people not to visit Luxor, it is as safe here as anywhere else these days. Flights are arriving in Egypt from Birmingham, Manchester and Gatwick, a scheduled service with Egyptair direct Heathrow - Luxor. Will keep trying on the railway front, it's rather warm to stand on the station presently at 45c, but temperatures will start to drop next month. I will see what is happening and try to get some railway news for you next time.

Heritage Diesel Day!

On Tuesday 7th July Ian Shenton went to Doncaster to see the Deltic and Tornado on specials not expecting to see so many Heritage locos.

First was 47812 + 47848, on a transfer from Doncaster yards to Barrow hill, 47848 coming back later light engine. Next was 47815 with barrier coaches returning to Eastleigh from an EMU transfer the previous day. Followed by 37219 TnT with 37175 on Network Rail test train.

At 11:30 the station announcer said there would be holding a minutes silence in memory of London bombings so what did they do but let Deltic D9009 into the station engines on full rev. and horns full blast, working a Kings Cross – York White Rose.

Then it was 08669 shunting the West Yard and 08724 shunting in Webtec also could be seen 47703 in Webtec. After serious chaos with signal failure north of Doncaster for 45mins, it was the turn of Tornado to entertain the "spotters" on the return York – Kings Cross special; and finally it was 47760 TnT with 47476 on a return Edinburgh - York - Kings Cross Cathedrals Express which had gone North the previous Sunday.

Trip to Leamington Spa

The following locos were seen on a trip to Leamington Spa on 11 June:

En route

66414 Southampton – Leeds
66168 Rotherham S.T. - Cardiff Tidal
60011 Kingsbury – Lindsey
60020 at Kingsbury
66532 on Lawley Street
56103 at Derby

Leamington Spa

68011, 68012, 68013 Marylebone – Birmingham services
 66505 Millbrook – Lawley Street
 66717 Westbury - Stud Farm
 70007 Crewe Basford Hall – Southampton
 60060 Banbury – Mountsorrel
 66109 Trafford Park – Southampton
 66567 Garston – Southampton
 66568 Southampton – Ditton
 66092 Southampton – Wakefield Europort
 70806 Westbury – Bescot
 66051 Southampton – Hailwood
 66572 Crewe Basford Hall – Southampton
 66716 Westbury – Cliffe
 66165 Hailwood – Southampton
 70009 Southampton – Trafford Park
 66117 Scunthorpe – Eastleigh
 70001 Leeds – Southampton

Trip to Glasgow Central

The following were seen on a trip to Glasgow Central on 23 June:

Hellifield 45690 Leander
 Kirkby Thore 66738
 Kingmoor Depot 20304, 20308, 37602, 37609, 57009, 57309, 66302, 66421, 66422, 66430
 Kingmoor Yard 60019, 66518
 68003 Carlisle – Crewe
 66301/66425 Daventry – Mossend
 66109 Dalston Oil Terminal – Grangemouth
 66303 Daventry – Coatbridge
 Polmadie 08696, 47812, 47847, 90039
 67005/67026 Royal Train
 47245/57311 Charter stock at Leeds
 Shields Road Depot 380001/008/010/016/109
 Corkerhill Depot 38005/104
 Glasgow Central 38002/003/004/006/009/011/012/013/015/019/020/021/022, 380101/102/103/105/106/110/111/113/115/116
 Carstairs 380114

Trip to Burton on Trent

The following locos were seen on a trip to Burton on Trent on 30 June:

Derby

57305 ‘Northern Princess’ in Northern Belle livery

Burton on Trent

37605/57310 Derby – Crewe
 60040 Humber – Kingsbury
 66615 Earles – Walsall
 66054 Kingsbury – Lindsey
 66116 Bescot – Toton
 66105 Felixstowe – Burton
 66069 Scunthorpe – Eastleigh
 66740 Tinsley – Bardon
 66221 Walsall – Steetly
 66194 Walsall – Peak Forest
 68008 Mountsorrel – Crewe

66749 Light engine
 66502 Leeds FLT – Southampton
 60015 Wolverhampton ST – Immingham
 57306 Crewe – Toton
 60054 Kingsbury – Humber
 56087/56302 Washwood Heath – Boston Docks
 56303 + 50031 Eastleigh Arlington – Derby

Trips to Stafford

The following locos were seen on a trip to Stafford on 23 July:

66089, 66421, 66430, 66714, 90024/90026 Intermodal
 66053, 66021, 66744 Cars
 66752 Biomass
 66425, 66701, 68004 Departmental
 68010 Daventry – Crewe with two wagons
 57002/57004 Nuclear flasks
 90020/90035 Light engine movement
 66504, 66505, 66590, 66591, 70010, 86628/86632, 86610/86613, 86638/86605, 90016, 90041, 90048
 Freightliners

En route

66420 Hemsworth Loop
 66006 Burton on Trent
 66112, 66712 Doncaster
 66618 Sheffield
 66057 Rotherham Masborough

The following locos were seen on a trip to Stafford on 20 August:

66423_Coatbridge – Daventry
 66592 Garston – Southampton
 66720 Liverpool – Ironbridge
 70018 Crewe – Southampton
 66063 Trafford Park – Southampton
 66419 Basford Hall – Toton
 90045 Trafford Park – Felixstowe
 60035 Wembley – Arpley light engine
 90029/90039 Mossend – Daventry
 66305 Daventry – Grangemouth
 66510 Washwood Heath – Crewe
 66007 Hailwood – Southampton
 90048 Crewe – Wembley light engine
 66742 Ironbridge – Liverpool
 57004/57012 Bridgewater – Crewe nuclear flasks
 90049 Felixstowe – Trafford Park
 86637/86638 Tilbury – Crewe
 66534 Southampton – Ditton
 66617 Rugeley – Guide Bridge
 68004 Mountsorrel - Crewe
 66538 Ditton – Felixstowe
 66717 Trafford Park – Felixstowe
 66050 Southampton – Hailwood
 66764/66732 Toton – Crewe
 66571 Trafford Park – Southampton
 66541 Southampton- Trafford Park
 90042 Felixstowe – Crewe
 66504 Felixstowe – Trafford Park
 66726 Garston – Dagenham Dock

En route

66614 South Kirkby Junction
 56103 Derby
 66119 Burton on Trent
 66100 Tamworth
 66748, 92033 Roberts Road
 56113 Doncaster C.H.S.
 60054 Rotherham Masborough

Pennine Quiz No. 161

Pennine Shield Quiz Questions over the years Part 1

Robin Skinner has looked through the Pennine Shield Quiz questions archive (a drawer in his filing cabinet) and selected 20 questions.

- 1 Give the Shed Code for Canklow in 1952.
- 2 Complete the station name Eckington and.....
- 3 Peak D57 was different to its sisters in the series D11 to D137 until 1964, why?
- 4 In which year was the Manchester Piccadilly (London Road) to Crewe via Sandbach electrification completed?
- 5 If I were to arrive into Newcastle Station from the North having originated at King's Cross which bridge over the Tyne would I have just travelled over?
- 6 Name A3 60078.
- 7 Name the southern terminus of the Manx Electric Railway in Douglas.
- 8 Class 56 locos 56001 to 56030 were built by which company?
- 9 Name warship D820
- 10 Brightside station officially closed on which date?
- 11 In April 1960 Quarry junction near Barnsley was remodelled, why?
- 12 On 13th December 1955 what hauled the Up Merseyside Express from Liverpool Lime Street to Euston for the first time?
- 13 Brush Type 4 D1534 was the first of its type to be delivered to a shed other than Finsbury Park. When and where was it delivered to?
- 14 The last A1 was withdrawn in March 1966, name it.
- 15 Kings Cross Top Shed closed in which month of which year?
- 16 Name Peak D163 or 46026.
- 17 2013 was the 150th anniversary of the first London underground service which ran from Paddington Bishops Road to where?
- 18 Name Jubilee 45608.
- 19 Transport for London or TFL as it is known was created in which year?
- 20 Which was the last A1 to be rebuilt as an A3 in 1949?

Pennine Quiz No. 160

The Answers

1. Horwich
2. Marshland Junction
3. Sowerby Bridge
4. North Eastern
5. Copy Pit summit
6. Brierley Junction
7. Hensall
8. 1008
9. Hebden Bridge
10. Conisbrough
11. Womersley
12. Kirklees Light Railway
13. Lostock Hall
14. It was to form part of a main line cut-off, never completed
15. Askern
16. Rose Grove
17. Hatfield Moor
18. Edlington halt
19. Kirkgate
20. Fockerby
21. Trains from the Lincoln line
22. Great Central, Great Northern, Midland, North Eastern
23. 51218
24. St. Catherine's Junction
25. 52044

The Winner

Congratulations to the winner – Ken King.

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 16th September 2015 THE DAVID BLADEN DIGITAL IMAGE COMPETITION

Wednesday 7th October 2015
 John Zabernik (The 125 Group)
 'Project Miller Restoring the Prototype HST'

Wednesday 21st October 2015
 Chris Nettleton
 'Streamlined Pacifics and Mallards record run'

Wednesday 4th November 2015
 Mick Barstow
 'Through the Ranks - Traction Trainee to Driver Manager'

Wednesday 18th November 2015

Les Nixon

Thursday 26th November 2015

Pennine Shield Round 1

At Dore Loco Society

Wednesday 2nd December 2015

PENNINE SHIELD Round 2

Wednesday 16th December 2015

DIGITAL IMAGE NIGHT

Acknowledgements

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

Next Issue

The Winter 2015 issue of Trans Pennine is due for publication on Wednesday 2nd December would contributors please let the coordinator have their information by no later than Wednesday 4th November. If you can, please email your contributions to david@whitlam145.freerve.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.

Mallard

The streamlined Class A4 Pacifics were the best in the world. Now, 75 years on from Mallard's world speed record, Chris Cole finds them still in good shape.

For most people Sunday 3 July 1938 was just like any other day, but in Lincolnshire history was about to be made. A few miles north of Grantham a special train from Kings Cross had turned on the triangular junction at Barkston, and was waiting to return to London. Its collection of seven coaches included an unusual vehicle, a dynamometer car. Inside it was a vast array of equipment used to record speed and performance. Its presence suggested that something exciting was about to happen. At the front of the train was a large blue locomotive. Its polished casing and shining wheels indicated that it was a fairly new machine, recently built at Doncaster works. The name on its side read simply Mallard. Only three years earlier the London and North Eastern Railway (LNER) had launched the first of its streamlined Class A4 Pacifics, a special breed of steam locomotive designed by Sir Nigel Gresley specifically to haul express

trains at high speed on the East Coast Main Line. The pioneer member of the class, named Silver Link, and painted accordingly, made headline news when it was unveiled in September 1935.

A new regular train service between London and Newcastle had been announced, timed to commemorate the 25th anniversary of the reign of King George V, and appropriately named Silver Jubilee. Immediately prior to its first public outing, a special demonstration run took place for the benefit of the press and other invited guests. During the course of that trial run, four new world records were achieved, with sustained running at more than 100mph, and a new maximum of 112.5mph.

All this occurred at a time when great rivalry existed between the railway companies to determine who could be the fastest. Several unofficial high speed runs had set the scene, and then in 1934 another Gresley design, Class A3 Pacific No 4472, better known today as Flying Scotsman, officially became the first locomotive to reach the magic 100 mph. A few months later classmate Papyrus made it 108 mph, before Silver Link extended this further for the LNER. On the West Coast Main Line, the London, Midland and Scottish Railway (LMS) responded with 114mph from streamlined Coronation Class No 6220. A brief lull then followed while LNER considered its next move.

Faster trains required better brakes, so during the spring of 1938 Gresley instigated a series of braking trials on selected Sundays, running an empty train from London to Grantham and back. They soon became regular sights so nobody took any notice when on that first Sunday in July the regular train included the dynamometer car. The Westinghouse Brake team on board were not told the real purpose of the trip until the train was underway from London. On arrival at Barkston, they were given the opportunity to leave and return to London by another train. They all declined. What followed between Barkston and Peterborough has been told many times - a world speed record for steam of 126mph, which still stands today. Mallard's record was already more than a decade old when I came into the world but during the 1950s I quickly became interested in the A4 Pacifics. It was a period of great change for our railways. The transition from steam to diesel was already underway, and uneconomic branch lines were being closed.

My father was a lifelong railwayman, and proud of it. Shortly after the railway grouping of 1923 he joined the LNER in a clerical capacity. Initially based at Skegness, he later moved to the Peterborough area, where he met my mother. After completing his wartime service he resumed his career with the newly nationalised British Railways until his retirement in 1972. Consequently we travelled almost everywhere by train, and spent many a happy hour standing by the lineside watching the Gresley Pacifics speeding past. Inevitably I soon turned my attention towards railway photography, and my first attempts took place by the lineside at Biggleswade. We often travelled there to visit relatives, and it was just a short walk from my aunt's house to the East Coast Main Line. The whole area

has since been redeveloped, but in the 1950s it was still open countryside.

I soon learned the hard way that the fixed basic functions of my new Box Brownie camera were totally inadequate for action shots. Consequently those blurred, poorly composed pictures of speeding trains failed to survive for very long. In later years I moved on to better equipment, but by this time the BR steam era had ended. I would have to wait until the steam revival of more recent times for some decent photos of surviving LNER locos.

By the end of the 1950s the A4 Pacifics were gradually relinquishing their role of hauling the top expresses, even though they were still both faster and more reliable than the diesels that were replacing them. Nevertheless, it proved to be an Indian summer for steam, and some drivers were determined to have a final fling when circumstances allowed. Across the country there were many instances of speed limits being unofficially exceeded to make up time, with reports of the 'ton' being achieved on several occasions. Before it was too late, a farewell high speed trip was organised over the East Coast Main Line in May 1959. On its return journey from Doncaster to London, a maximum speed of 112mph was reached before officials instructed the driver to slow down. Nevertheless, it was a post-war record, and the locomotive - appropriately Sir Nigel Gresley, now proudly displays a plaque on its boiler to mark the achievement.

After the curtain finally came down on BR steam in 1968, Mallard was retained as part of the national collection, complete with its original number 4468, and has since become a permanent exhibit at the National Railway Museum in York. Three of its classmates also survived, and currently operate special trains from time to time. No 60019 Bittern, No 60009 Union of South Africa and No 60007 Sir Nigel Gresley are all privately owned and maintained to main line standards. To celebrate the 50th anniversary of its record, 'Mallard' was overhauled during the 1980s and for a brief period was allowed to haul a series of special trains around the UK. Then in 2008 the 70th anniversary celebrations included a reunion between all four A4s at York. Crowds braved the pouring rain to see a unique line up outside the National Railway Museum.

The 75th anniversary in July 2013 will be even more ambitious. When withdrawn in the 1960s two further A4s were saved from the scrapheap. Having been named after the former US President, it was appropriate that No 60008 Dwight D Eisenhower should have been donated to an American railroad museum, while No 60010 Dominion of Canada has spent the past half-century on display in that country. Now for a few months they have been repatriated, to help create a unique line up of all six surviving A4 Pacifics, as well as taking part in other events during their short stay back on British soil. My father would have approved.

The Poet, The Princess and The Arch

Greg Morse celebrates the poet John Betjeman and his campaign for the Euston Arch and St Pancras.

The year is 1973; the man is Sir John Betjeman, our most popular Poet Laureate since Tennyson. His task, as he sat in the Manchester Pullmans plush saloon, was to write a poem for the marriage of Princess Anne and Captain Mark Phillips, which was due that November. The trouble was that Betjeman worked on inspiration and found writing to order very difficult indeed. One likes to think that the rhythm of the train helped, but the Scotch undoubtedly did too. He would later admit that he drank four doubles - slowly— on that train, but perhaps he also needed them to dull the bright new Euston that awaited him. Opened in 1968, it was, he felt, a cold place that seemed to ignore passengers, with its hard lines, modern signs and a complete lack of seating.

Of course, Betjeman had known the original station, where steam had reigned supreme, and whose Great Hall, built for the London & Birmingham Railway in 1849, had impressed him as a young man with its scale and simplicity. Perhaps most impressive of all, though, was Philip Hardwick's Doric Arch of 1837, a monumental structure in Yorkshire stone, designed to provide a triumphant gateway to the Midlands. When British Rail's electrification plans threatened the Arch in the early 1960s, Betjeman suggested that it be re-erected on the Euston Road as a memorial to the great architectural tradition of railways. In fact, this had been the part of the original scheme, but despite his and his fellow campaigners' best efforts, it was scrapped and demolition began in December 1961.

When Betjeman was born in 1906, railways were in the ascendant, trains having turned from scary vision of the future - and thief of valuable estate land - into the most effective way of getting about Britain. Thus journeying to and from prep school in Oxford, college in Marlborough and university back in Oxford required the young John to take a Great Western service from Paddington. Many Cornish holidays would have also begun on a crowded London platform, waiting for departure time amid cases, buckets, spades and raincoats.

For Betjeman, railways added to the beauty of the landscape, but he also knew that travelling by train offered a much more enjoyable way of seeing 'Unmitigated England' with its gabled farms and shimmering lakes, than travelling by road. The extent of the rail network at this meant that there were often several ways of travelling between two places. Betjeman took pleasure in planning unnecessarily complex trips, using his trusty Bradshaw all-line timetable years before the BBC discovered it. Yet time was running out for many favourites, like the Somerset & Dorset line over the Mendips and the branches to Minehead, Lyme Regis and Looe.

Under pressure to save money, the British Transport Commission had closed more than 3,000 miles of

'unremunerative' lines by 1962. When Dr Beeching published plans the next year to close 6,000 miles more, Betjeman lent his support to as many preservation groups as he could.

Alas, as with the Arch, the end was largely inevitable for most of the condemned routes, but there was to be one shining success for the growing movement.

The poet knew that British Railway's plan to combine St Pancras and King's Cross was going to mean the loss of at least one architectural gem, so he joined forces with the Victorian Society and aided moves to apply for a Grade I listing of both WH Barlow's train shed at St Pancras and Sir George Gilbert Scott's adjacent hotel. When this was granted in 1967, it secured the station's future, allowing it to be re-born 40 years later as an international terminus for the Channel Tunnel. Fittingly, it was also to be the scene of Betjeman's last public appearance.

Early on Friday 24 June 1983, electric locomotive No 86229 was positioned beneath the magnificent train shed. Resplendent in a fresh coat of blue, it waited there until noon, when a short ceremony took place. Betjeman - by now very frail - sat in his wheelchair while the Chairman of British Rail, Sir Peter Parker, told the assembled audience that the power of the poet's argument for saving the gems of British railway architecture had inspired the Board to establish an Environment department to look after its buildings. After the swift swish of a curtain, Sir John looked on delighted as a finely crafted nameplate bearing his name was revealed.

Shortly after, Sir John Betjeman the locomotive hauled a train of enthusiasts north to Bedford, while Sir John Betjeman the poet took lunch in nearby Euston House. As Betjeman tucked into a plate of oysters - his favourite dish - he was presented with a model of the Arch. The irony was not lost on him.

- The function of BR's Environment department was taken over by the Railway Heritage Trust in 1985. The RHT continues to protect the industry's architectural treasures. Betjeman's daughter, Candida Lycett Green, sits on its advisory panel. For more information, see www.railwayheritagetrust.co.uk

- Martin Jennings' 8½ foot bronze sculpture of John Betjeman now stands on a ring of Cumbrian slate at St Pancras International. Unveiled in November 2007, the statue shows the poet gazing up in appreciation of Barlow's renovated train shed.

Railway Hotels

Once they were thriving establishments at every major station. Martin Handley wonders at their former glory.

For over a thousand years, since monasteries first arrived upon the British landscape, hospitality has always been available in these islands for people on the move. After the religious houses disappeared, inns came into their own as providers of provender and lodging.

Then, as railways forged into every nook and village of the land from the 1830s, and long distance travel became commonplace to the common man, came the need for greater creature comforts than was available at inns. The railway hotel was born when Lord Crewe opened premises beside Crewe Station in 1837.

The first building constructed primarily for the benefit of rail passengers in London was probably Bridge House, at the south end of London Bridge Station. Designed by George Allen, it had been conceived at the same time as the station itself, although constructed independently. Of Portland stone, and classical in design, it greatly outshone the station building in architectural merit. The hotel opened in 1839, but was demolished in the 1960s.

Euston had the first hotel to be built as an integral part of a station development. It was actually split into two distinct parts, aimed at different classes of clientele. There was the Victoria on its western flank. This was a B&B concept, offering dormitories and coffee room, but remained unlicensed. Across the way was the Adelaide (later Euston Hotel), which provided rather more in the way of hotel facilities. This dual arrangement, designed by architect Philip Hardwick, opened in September 1839. The Adelaide's first manager was Mr Bacon, lately steward at the Athenaeum Club. In 1881, the two buildings were joined by a bridge block that did nothing for the aesthetic appeal of the site by partially obscuring the famous portico. The whole lot was demolished in 1962.

The oldest railway hotel survivor in London is the Great Western Royal, fronting Paddington Station. This was designed by Philip Charles Hardwick, son of Euston's builder and opened in 1853. It served the affluent traveller from both the Thames Valley and Cotswolds.

Modernisation between 1933 and 1936 increased its capacity to 165 rooms. It is now the Hilton London Paddington.

For architectural extravagance, we must look to Sir Giles Gilbert Scott monumental Midland Grand at St Pancras. Opened in 1873, it boasted iron chandeliers, Minton tiling, ten walnut-cased pianos, hydraulic lifts (which the proprietors referred to as 'ascending rooms') and, from 1890, a Ladies Smoking Room. Ten years later, London's first revolving door was installed. When built, it did not have mains electricity, a matter very soon rectified.

Externally, the niches for statues that Scott incorporated into his design have never been used for that purpose. Of declining value as lodging house, the Midland Grand was converted into offices in 1935, but was reborn in May

2011 as the St Pancras Renaissance London Hotel. Within London, Blackfriars, Fenchurch Street and, surprisingly, Waterloo never did benefit from an associated railway hotel.

Before we look at hotels outside the capital, we should note that initially, these hotels tended to be independently managed by companies affiliated to the railway concerns. They were not truly in-house railway hotels as such. This arrangement created difficulties if standards failed to meet expectations. Then, the rail companies might bring the hotels under the overall company wing. That said, profitable trading was never the motivation. The hotels were seen as part of the railway's overall 'public service' and acted as incentive to use that company's train services. Standards, however, were high. In 1905, five of London's eleven railway hotels were awarded five stars by assessors from the prestigious Baedeker Guide. By 1913, there were 112 railway hotels in the UK.

The earliest surviving railway hotel as part of a station complex is probably the North Midland Railways Midland Hotel at Derby. Built by Francis Thompson on what had been water-meadows, this hotel opened in 1840-41. It is built to an 'H' plan and resembles a country house, with entrance facing away from the platforms. A glass corridor once linked hotel and station concourse, but this is long gone. Today, it is a 'Hallmark' hotel, with the name 'Midland' controversially abandoned.

In Manchester, we find Charles Trubshaw's huge Midland Hotel of 1903. Built much later than the Central Station that it served, it offered Turkish Baths, a Winter Garden, five restaurants, an 800-seat theatre and Grand Banqueting Hall. The structure dominates its surroundings and is where one Frederick Henry Royce first met a certain Charles Stewart Rolls in May 1904. Central Station closed in 1969 and was redeveloped as the G-Mex Centre.

At the other end of the original 1837 line out of Euston was Curzon Street Station in Birmingham. There is even an Ionic entrance building, acting as counterpart to the huge Doric specimen that stood at the other end of the line. The adjacent hotel is long gone, as is the station, which became goods only from 1854. It was inconveniently sited east of the city centre. The Queen's Hotel at New Street took over lodging duties in 1854 and survived for 111 years before closure on New Year's Eve 1965. Queen Victoria, Emperor Haile Selassie, Noel Coward, Nikita Krushchev and Charles De Gaulle all stayed here - and so did Trigger, the charge of Roy Rogers, when he spent a night in the Midlands.

In Bradford, there is the Midland Hotel, situated next door to Forster Square station. It was here, on 13 October 1905, that the UIC's foremost actor, Sir Henry Irving passed away after his return from performing Shakespeare at a local theatre.

In Leeds, the Queens Hotel is a 1937 Art Deco replacement for its 1867 predecessor. The new one became the first hotel in the land to be air-conditioned. Despite double glazing, the local council was obliged to move its tramway lines a further 30 feet away from the Queens frontage, and fit insulated points in order to minimise disturbance to guests. All 200 rooms had a bath.

The first Queens Hotel offered (in 1900) a room for 4s, breakfast for 3s and dinner at 5s. This could all be washed down with a bottle of Macon or Bordeaux for 1s.

Space precludes a look at hotels in other major cities, or the port hotels, such as Dover (Lord Warden Hotel of 1853, later offices). We must omit country railway hotels like Manor House at Moretonhampstead in Devon, built originally in 1907 for Viscount Hambledon - head of WH Smith, whose bookstalls are synonymous with rail travel. Similarly, seaside railway hotels deserve recognition of their own - Oliver Hill's Midland at Morecambe (1933) being perhaps the foremost example. There were also golf railway hotels - Gleneagles being the best-known.

By the 1930s, though, the heyday was over. Guests of the social class to use railway hotels had come to expect fripperies like en-suite facilities in the kind of establishments they patronised. The infrastructure of the older railway hotels precluded such improvements - and money was tight in those Depression years.

When British Rail was created in 1948, the hotels were removed from direct railway responsibility. In 1962, the 37 that remained in business were reconstituted as British Transport Hotels. By 1981, the numbers were down to 29 and they were sold off altogether, a decision that seems to have been influenced by impending railway privatisation.

Two Little locos

C Gordon Roberts gives us the story behind these two charming steam locomotives, 120 years old but still working on a preserved line.

For those of us who can remember the days of steam under British Railways in the 1950s and 60s, there is little of the romantic atmosphere associated with the preserved lines of today. The memories are more of dirty engines and even dirtier carriages, but somehow in spite of this there remains nostalgia for things past. Since we lived in Southsea, our usual route to Hayling Island was to catch the open top bus along the seafront to the ferry at Eastney. Occasionally, for a special treat, we would catch a train from the town station (always so called although the official name is Portsmouth & Southsea) and change at Havant for the Hayling 'Puffing Billy'. These little trains usually consisted of just two or three carriages behind a diminutive engine, weight being a crucial factor on the bridge over the creek at the north end of the island. One of these engines is the subject of the first part of this tale. The oldest of the pair is well over 130 years old and has led something of a chequered life. The A1X Terrier 0-6-0 class of loco was designed by William Stroudley for the London, Brighton and South Coast Railway back in the 1870s. These diminutive engines were built for working branch lines around the London suburbs and south coast. Number 46 was built at the Brighton works in 1876 and named Newington, initially working the London suburb routes. In 1903 she was bought by the rival London & South Western Railway company and put on its new Lyme

Regis branch and renumbered 734. In later years she could be found working on the Bishops Waltham branch out of Botley, Hampshire. In 1913 she found her way to the Isle of Wight working on the Freshwater, Yarmouth and Newport Railway (FY&NR) with a new identity of number 2.

In 1923 the small railway companies were absorbed into the four main groups with the FY&NR becoming part of Southern Railway. Number 2 was renumbered W8 and given the name Freshwater, continuing to work the island lines for another 20 years or more. In 1947 Southern Railways became part of British Railways at nationalization. W8 remained on the island for a further two years before being transferred to the mainland to work the Hayling Island branch from Havant, Hampshire, along with others of her class. Now numbered 32646 she regained her original number 46 after the prefix of the class numbers. She was to spend the next decade or so working between Havant and Hayling Island.

When the branch was closed in 1963 the engine was stored at Eastleigh before being sold to the Sadler Railcar Company, based at Droxford on the disused Meon Valley line. Three years later she was bought by the Portsmouth brewery Brickwoods and restored to her original LBSCR livery and put on display outside the Hayling Billy public house on Hayling Island. Number 46 remained here until 1979 when she was once again returned to the Isle of Wight. A two year restoration by the Wight Locomotive Society saw her brought back to working order, this time in her Southern Railway guise. A major overhaul was carried out, including a new boiler, in 1998 and regular checks and servicing has meant that as part of the Isle of Wight Steam Railway she has worked the line on a regular basis ever since.

The second of the two locos has seen a much humbler, but no less important, life as an industrial workhorse.

Hawthorn Leslie 0-4-0 saddle tank number 3135 was built as an oil fired steam loco in 1915 at its Newcastle on Tyne works and supplied to the Woolwich Arsenal with others of her class where she acquired the number 37 and name Invincible. Designed as powerful industrial locos, these engines were never intended for passenger work.

Invincible spent the rest of the First World War and next 40 years working the goods wagons around the site after which she was retired.

A new lease of life came about when she was converted to coal firing and fitted with a new boiler and sent to work at the Royal Aircraft Establishment (RAE) at Farnborough, Hampshire. Here she moved coal and general goods wagons, including explosives, from the exchange sidings at Farnborough station, through the streets of the town, into and around the establishment. Invincible, along with her companion, a Fowler diesel, became a familiar site running through the streets, not something today's motorists would tolerate. The RAE's railway system was closed in 1967 and I arrived just in time to see invincible sold off to Tom Jeffris of Southampton. She was steamed for the last time in March 1968 and made a farewell run to Farnborough station and back. Working alongside Alec Tuffnell, the driver, at the time, I had the good fortune to

be on the footplate during that journey. In 1971 Invincible was transferred on loan to the Wight Locomotive Society (WLS) where a new braking system was fitted to allow her to operate passenger trains.

For four years she was the only steam engine running on the Isle of Wight Steam Railway (IWSR) between Smallbrook Junction and Wooton until re-joined by 02 0-4-4 Class W24 Calbourne. With the death of Mr Jeffris in 1979 ownership passed to the WLS. In 2001 a major overhaul saw her repainted in the original Woolwich Arsenal maroon colours and today she can be seen on the Havenstreet line in company with Freshwater. Not suited for heavy fast passenger work Invincible tends to be used during the quieter months. At the time of writing she is out of service awaiting repairs to her springing. Full information on the IWSR on their website www.iwsteamrailway.co.uk

These articles are reproduced from the May 2013 issue of *Best of British*, a monthly magazine available from newsagents and on subscription. Please visit www.bestofbritishmag.co.uk or call 01778 342814 for further information.