

# TRANS PENNINE

The Magazine of the Pennine Railway Society



## No 174 Winter 2015

### Photos

#### Front Cover

The photo taken by Geoff Griffiths, was the winner of the David Bladen Digital Image Competition held on 16th September 2015. It shows A4 Pacific 4464 'Bittern' passing through Doncaster with a return York to Kings Cross charter on 13th December 2014.

#### Calendar

The photo also taken by Geoff Griffiths (and second in the Digital Image Competition) shows 57302 passing Conway Castle with the 'Welsh Warrior' farewell tour to the Virgin 'Pretendolino' from Holyhead to North Llanrwst on 25th October 2014.

## Committee Briefs

### Season's Greetings

The Committee of the Pennine Railway Society join together in wishing all our members, their families and friends a Happy Christmas and Prosperous New Year. We thank you for your support in 2015.

### Membership Fee Unchanged

With this magazine you will find a renewal of membership form and we are pleased to announce that, due to a successful 2015, the annual membership fee of £6 will again remain unchanged. We hope you feel this continues to be excellent value and look forward to you re-joining your Society in 2016.

### Calendar

A 2016 calendar is included with this magazine which we hope you will welcome. The calendar shows the dates of the AGM and social evenings in red.

The following special dates have been underlined:

Sunday 17 January – Annual General Meeting  
Wednesday 4 May – The Andy Dalby Memorial Slide Competition  
Wednesday 21 September – The David Bladen Digital Image Competition  
Wednesday 7 December – Pennine Shield Round 2

### Social Evenings

Members are reminded that our social evenings, arranged by Robin, are held on the 1st and 3rd Wednesday of every month at The Salutation, South Parade, Doncaster. The early 2016 programme is shown elsewhere in the magazine.

We have a comfortable private function room. Non-members are welcome to attend. Meetings start at 8pm prompt and usually finish by 10.30pm. A fine range of real ales is available, along with the popular soft drinks.

### Annual General Meeting

You are invited to attend the Society's Annual General Meeting which will be held on Sunday 17th January 2016 at 12 noon at The Salutation.

This is the opportunity for you, the members, to have a say in the running of the Society and form a plan of events for 2016. It is also an opportunity to meet and socialise with friends you may not have seen for some time.

Any member who wishes to raise an issue is welcome to advise this to our Chairman, Robin Skinner, or to any other committee member, in advance of the meeting.

## The David Bladen Memorial Trophy

This year's digital image competition for the David Bladen Trophy was held on 16th September 2015 with 80 entries. Results were:

**1st Geoff Griffiths** A4 Pacific 4464 'Bittern' passes through Doncaster at speed with a return York to Kings Cross charter on 13th December 2014. The train was booked on the 'Up fast', but because of late running was sent down platform 3 to allow an East Coast Edinburgh to Kings Cross express to pass.

**2nd Geoff Griffiths** 57302 passes Conway Castle with the 'Welsh Warrior' farewell tour to the Virgin 'Pretendolino' from Holyhead to North Llanrwst on 25th October 2014. 37419 and 37682 are on the rear.

**3rd Geoff Griffiths** 48624 departs Loughborough with a freight train during the GCR winter steam gala on 25th January 2014.

Thanks to Linda Bladen for her hard and skilful work in ensuring another great success.

Geoff generously donated his winnings to the new build Patriot loco project "The Unknown Warrior" (£25) and the GCR carriage shed appeal (£10). Earlier he won £250 in the Gresley Society competition. He donated this (£300 including gift aid) to their Gresley statue appeal.

### Member's Digital Night

We've now held two successful annual digital nights for members and this year's event will be held on Wednesday 16th December. Any member can submit images, even if you cannot attend on the night. A maximum of 25 images can be submitted.

You can submit your images in a number of ways:

- Email them to Linda at pennine.digital@outlook.com. Please make sure to email the images by Sunday 13th December at the latest. You may need to send them in batches if the files are large.
- Bring them on a memory stick
- Bring them on a DVD
- Bring your camera and we'll read them directly from the memory card.

If you bring your images on the night please come early so that we have time to sort them before the meeting starts.

We need them to be easily retrieved, for example if you have 300 images on your memory stick / DVD, the 25 you want to show must be in a separate folder.

If anyone has any questions please speak to Linda Bladen at a meeting or email your question(s) to pennine.digital@outlook.com.

### Italian Tipple

Our East Coast man Robin tells us that his favourite tipple, Prosecco, is now stocked on board the Virgin Trains East Coast. He says the refreshing Italian drink is outstripping Champagne in popularity.

## Ladies Only

Labour's Jeremy Corbyn proposed that rail companies should have women-only carriages on trains again. This would be a popular move as it would immediately remove the need for designated quiet carriages! However, unless such carriages were placed at an end, due to the open nature of modern rolling stock, would men be able to walk through?

Pennine Committee "Bun Runners" Robin, Geoff and John remember working the buffet cars on the "Ladies Trains", excursions from stations within Lincolnshire. Robin can also tell you of his experiences on the "Nurses Trains" from which he has not properly recovered!

Until recently some stations had a women-only waiting room (e.g. Reading and Stockport).

Jeremy also wants to renationalise the railways and scrap HS2.

## Eurostar Success

July saw a record 1m passengers travel, boosted by demand for its South of France service, launched in May. In addition, over 148,000 booked to travel over the August Bank Holiday weekend, with the Friday seeing over 38,000 travel from the UK.

## Ricoh Arena Station

A new station built on the Coventry-Nuneaton line adjacent to the Ricoh Stadium, home to Coventry City FC and Wasps Rugby Union Club is closed for an hour after all matches! Only single-car units with a capacity of 75 call there on an hourly basis. The ground holds 32,600. Fans have been advised not to travel to the stadium by rail on match days due to health and safety!

## Eurostar e320s

Executives commuting on the Eurostar will be able to conduct meetings on the new e320s. The 17 new 200mph trains will each carry 900 passengers and include meeting spaces in first class. Robin has already suggested holding a Pennine Committee Meeting on one of these trains! Eurostar has also introduced a remodelled version of the existing e300 train, already launched.

## New East Anglia Franchise

The winner of the East Anglia franchise (presently known as Greater Anglia) will be required to run its fastest trains between London and Norwich in 90 mins, provide some services between London and Ipswich in 60 mins and provide an additional 180 services a week.

The shortlisted bidders are FirstGroup, National Express and a joint venture between incumbent Abellio and Stagecoach.

## Borders Railway

Wednesday 9 September, the day the Queen became the longest reigning monarch in British History; she officially opened the Borders Railway, from Edinburgh to Tweedbank. Hauled by A4 60009 "Union of South Africa" the late running train (caused by the Queen's helicopter flight to Edinburgh delayed by fog) stopped at Newtongrange where a plaque was unveiled just below Scotland's Museum of Mining, then travelled to climb up to the highest point on the line, 883ft above sea level, slowed through Galashiels to allow school children a glimpse of the Queen, before terminating at Tweedbank (the name given to a housing estate and industrial units on the edge of Galashiels). However, most will remember that at 3.06pm Yorkshire were again crowned County Cricket Champions.

In the first 10 days 23,500 passengers used the line, with some two-car sets strengthened to three-cars. Trains run every half-hour during weekdays, but many are concerned that all but 9.5 miles of the route were restored as single track, limiting capacity.

## Third Station for Worcester

A new Worcester station is to be built as a park and ride near Junction 7 of the M5 and providing an interchange between the North Cotswold line and the Birmingham - Bristol main line, where they cross near Norton and Abbotswood Junctions, south east of Worcester. It is likely to be open in autumn 2017.

## Blackpool Electrification Problems

Electrification between Preston and Blackpool North may be delayed as contractor Balfour Beatty has withdrawn from the scheme. The work is scheduled to be completed by April 2017.

## More Class 68s for DRS

Direct Rail Services has ordered a further 7 Class 68s from Vossloh. Created as the state-owned operator of trains to nuclear power stations, DRS has since expanded into the wider freight market and also provides passenger trains on spot hire. Northern is presently using DRS locos and coaches on Cumbrian Coast services in a bid to overcome rolling stock shortage.

## Electrification Unpaused

The Government has announced that 2 electrification schemes can now continue. The TransPennine route will be electrified between Manchester, Leeds and York. Work will start in 2018 - when it was due to finish. The Midland Main Line north of Bedford to Kettering and Corby will be updated by 2019, then to Leicester, Derby, Nottingham and Sheffield by 2023. Work on both was due to finish by 2020.

## Class 323s to Move South

It is claimed that a fleet of 17 Class 323 EMUs is set to be transferred from Northern to London Midland in 2016, a decision made by Porterbrook which owns the trains. The three-car units will be withdrawn from three local lines in the Manchester area.

## London Overground Stock Update

The fleet of 57 four-car Class 378s is being progressively strengthened to five cars, using extra vehicles being built by Bombardier in Derby. The only non-electrified section is the Gospel Oak-Barking Line. Electrification is planned but at the moment the service uses eight two-car Class 172s. The existing fleet of Class 315s on the West Anglia lines will stay in service until replaced by new trains ordered from Bombardier. They have been rebranded and interiors are being improved.

## GWR Rebadged

FirstGroup has announced that its GWR is now known as GWR, Great Western Railway, the original name given by Isambard Kingdom Brunel. Its trains will begin to be repainted into GWR green. The next few years will see the main line electrified between London and Swansea via Bristol, and also to Oxford, Newbury and some Thames Valley branches. Hitachi-built Intercity Expresses will be introduced for service between London, Bristol and South Wales, whilst 29 Hitachi AT-300 bi-modal sets will replace HSTs for the south west beyond Bristol. Class 365s will be cascaded to replace most of the Thames Valley Class 165 diesels while other cascades will move more Class 158s to the far south west and also see the end of Class 14x Pacers. The Barnstaple branch Class 142/3s will be replaced by Class 150s in May 2017. However, in 2018, fastest journey times will be slower than in BR days in 1977! London - Bristol will be 90 mins (85 mins in 1977), London-Cardiff 113 mins (105 mins in 1977). Further bad news concerns three bridges in Royal Wootton Bassett which need work to prepare for electrification. Network Rail needs to build a temporary road to prevent a 35-mile diversion for traffic while the work is done but says a colony of great crested newts has been found. Work will be delayed for a year because of a legal requirement to transfer them safely to a new home. Should electrification not be completed by May 2017 and the new trains were ready to run, under lease terms the Government would be required to pay a penalty of £400,000 per day!

## New Sunderland Service

Virgin Trains East Coast will be running a new direct rail service between Sunderland and Kings Cross from 14 December, in competition with open access operator Grand Central.

## East Midlands Trains Franchise

The DfT has extended Stagecoach's East Midlands franchise by direct award to March 2018. Improvements include 22 more services between Nottingham and Newark Castle on Saturdays by December 2016 and more and faster journeys between Nottingham and Lincoln on Saturdays.

## Merseyrail Fleet

Merseytravel has decided that the best option is to replace its current fleet of trains, rather than refurbishment. New trains would also be able to run on more routes if dual voltage (or conversion of DC lines to AC overhead).

## Tram Train Delay

The South Yorkshire Tram Train project to extend Supertram from Meadowhall on heavy rail to Rotherham and Parkgate has been delayed and will not begin running until Spring 2017 at the earliest. Vehicles, however, will be delivered shortly and will supplement the existing Supertram service.

## Channel Tunnel Freight Drop

Disruption at Calais has seen a 27% drop in year-on-year rail freight tonnage, with the number of freight trains using the tunnel by a third as the crisis deterred firms from using the route. Traffic fell 1% for trucks and 9% for coaches.

## Light Rail News

### BLACKPOOL

The 130th anniversary weekend celebrations of 26/27th September saw every serviceable member of the heritage fleet in action at some point over the couple of days with the Pleasure Beach loops full to capacity evoking memories of times past. The highlight was the reappearance in traffic of twin-set 675/685 after 3 years in storage in green / cream livery with an orange trolley tower as applied to cars in the early 60s. Pre-booked tours of the depot / workshops enabled rare sightings of long term restoration project cars OMO 8, EE railcoach 279 and brush car 290. The winter timetable started on Monday 9th November with a basic 15min service during the day dropping to every 30mins in the evenings. After a hectic and successful season the heritage fleet is now taking a well-earned rest although the illuminated western train is due to undertake a series of "Santa specials" on pre-Christmas Saturdays in December. As before details / news can be found on the "Blackpool Heritage Tram Tours" website.

### NOTTINGHAM

The two new extensions to Clifton South and Toton Lane opened on Tuesday 25th August. The service pattern is now Phoenix Park / Clifton South, Hucknall / Toton Lane and both fleets of trams work any service.

## **SHEFFIELD**

A rare rear end collision involving cars 118 and 120 occurred on the morning of October 22nd at the city bound Shalesmoor tramstop. The incident caused disruption for the rest of the day. To Supertram's credit both cars were on display at the depot open day on Sunday 25th October. Due to the damage to the 2 end sections of the cars and severe damage to 118's articulation units the current plan is to create a hybrid tram from 2 sections of 120 and the undamaged end section of 118 with the damaged sections possibly going off site for repair. As the Monday / Friday morning peak output calls for 23 trams out of a fleet of 25 out on the road, Supertram can ill afford a prolonged absence of either car.

## **MANCHESTER**

Sunday 1st November saw the 1st testing movements on the 2nd city crossing section between Victoria station and Exchange Square involving cars 3083 and 3090. It is hoped a service can start before Christmas. The latest of the M5000 cars to be delivered is 3106 on October 31st.

## **MIDLAND METRO**

Saturday 24th October saw the temporary closure of the stop at Birmingham Snow Hill station. The following day St Pauls became the temporary terminus until works on the city centre extension to New Street are completed although it is hoped trams can run at least to the new Snow Hill stop soon.

## **Winter Visits to March Shed**

### **Paul Slater**

In the late 1950s and early 1960s my parents regularly took my brother and myself to March on Saturday afternoons to see the engines. March shed was surrounded by ditches rather than fences, and it was an unusually visible shed for trainspotters; it was possible to view dozens of engines from the public road which ran parallel to the extensive locomotive sidings. March received engines from all over the Eastern Region, and it was often possible to see North Eastern Region locomotives from York shed there as well as a few London Midland Region engines which had worked into March from the west via Peterborough.

Our trips to March mostly took place during the winter months, and when the time came for us to return, the daylight would often be nearly gone; we found it advisable to take a pair of good binoculars with us to help us read engine numbers in the dim afternoon light. Once, as we drove home across the Fens, a J17 0-6-0 made a memorable sight heading a short freight near Whittlesey, dwarfed by a vast winter sunset. On another occasion, we were stormed in the gloomy dusk at a Fenland level crossing near March; the gates were closed for an ex-LMS "Crab" 2-6-0 on an eastbound goods, and while the wagons were still clanking slowly past, a K1 2-6-0 materialised suddenly out of the misty near-darkness and hurried past towards Peterborough with a lightweight parcels train.

When we first went to March, it was still very much a steam shed, with diesels represented by just a few shunting engines; on subsequent visits we saw more and more diesels, especially the Brush type 2 machines (later Class 31) in their distinctive striped green-and-white livery. I saw March shed very much in transition from steam to diesel when I visited it with a party from the Cambridge University Railway Club.

The Railway Club usually organised one excursion per term, and the excursion for the Lent term in my final year at the University was to March shed. It took place on the last Saturday of January 1965, a day of sunshine and icy wind. The bright, bitter days of winter are one of my dominant memories of Cambridge, and I knew that at March the north-east wind coming in across the Pens would be extremely cold. Some of the students went to March inadequately, dressed for the weather, but I made sure that I had on plenty of warm winter clothes! Three different eras of motive power were represented at March that day. Although the shed no longer had any steam allocation of its own, steam engines still worked into March, from Doncaster and the north via the Great Northern / Great Eastern Joint line and from the west via Peterborough. Close together in a smoky, photogenic cluster outside the main running shed were some examples of modern LMS, LNER and BR steam; V2 2-6-2 no. 60810 in green livery, B1 4-6-0 no. 61022 "Sassaby", 2-10-0 no. 92201 and three 8F 2-8-0s, one of which was no. 48098. Large numbers of diesels were present on the shed, representing the new motive power, and I remember taking a photograph of the President of the Railway Club climbing into the cab of a brand-new Brush type A (later Class 47) in two-tone green livery. Behind the shed were two former Great Eastern locomotives from an earlier age. They were in BR livery, but still seemed incongruous survivors from the past: B12 4-6-0 no. 61572 and J15 0-6-0 no. 65462. Our guide showed them to us in a manner which suggested that their presence at March was rather secret, and he said that they were destined for preservation. Indeed, I saw them fifteen years later, on the North Norfolk Railway at Sheringham, part of the new world of heritage railways.

I continued to visit March occasionally during the 1980s and 1990s, when the shed was still in use as a diesel depot, but on a much reduced scale. I am glad that I saw it in its heyday as a huge steam shed, and I still remember with pleasure my winter trips to March to see the engines.

## **Tosca's Travels (Beer and Bashing Abroad)**

### **Part 28**

After the Ireland trip in early 2001 it was quite a few months before I got away on the bash again. However, I gave myself a birthday treat in September with a short trip to France.

## Friday 7th September 2001

91028 Doncaster – Kings Cross  
 Tube Kings Cross/St Pancras – Waterloo  
 Eurostar 3015 & 3016 Waterloo – Lille Europe  
**SNCF 16777** Lille Flandres – Amiens via Douai  
**SNCF 16033** Amiens – Creil  
 SNCF DMU X4552 Creil – Beauvais  
 SNCF DMU X4571 Beauvais – Abancourt  
**SNCF 16013** Abancourt – Rouen Rive Droite  
 Checked into the hotel in Rouen and as it was getting late I chose to eat in the Hotel Restaurant and had a carafe of red wine as there wasn't any decent beer.

## Saturday 8th September 2001

The plan today was to get some more track around the Paris region, whilst still trying to pick up a few winners.  
**SNCF 16008** Rouen Rive Droite – Val De Reuil  
**SNCF 16047** Val De Reuil – Mantes la Jolie  
**SNCF 25610** Mantes la Jolie – Mantes Station  
**SNCF 17056** Mantes Station – Mantes la Jolie  
 SNCF EMU Z6311 Mantes la Jolie – Conflans Sainte Honorine  
 SNCF 17011 Conflans Sainte Honorine – Pontoise  
 SNCF EMU Z6135 Pontoise – Creil  
**SNCF 16005** Creil – Pont Sainte Maxence  
**SNCF 16106** Pont Sainte Maxence – Paris Nord  
**SNCF 25249** Paris Nord – Beauvais  
 SNCF 25249 Beauvais – Paris Nord  
 SNCF EMU Z20566 Paris Nord – Ermont Eubonne  
 SNCF EMU Z20508 Ermont Eubonne – Pontoise  
 SNCF 17021 Pontoise – Cormilles en Parisis  
 SNCF 17011 Cormilles en Parisis – Bois Colombes  
**SNCF 17013** Bois Colombes – Colombes  
 SNCF 17078 Colombes – Bois Colombes  
 SNCF 17023 Bois Colombes – Colombes  
**SNCF 17012** Colombes – Paris St Lazare  
 SNCF EMU Z221591 Hausmann St Lazare – Magenta  
 Having checked into the hotel it was then off to the only Paris brewpub, at the time, The Frog and Rosbif. I had two beers Parislectyc and Innseine. Both were pretty good.

## Sunday 9th September 2001

The last day of this short trip and I hadn't yet had a diesel. But I was aware that the 08.26 Paris Est – Reims was booked one. So that was my first move.  
**SNCF 67584** Paris Est – Meaux  
 SNCF DMU X4373 Meaux – Paris Est  
**SNCF 17075** Paris Est – Villiers Sur Marne  
**SNCF 17076** Villiers sur Marne- Val D'Fontenay  
**SNCF 17060** Val D'Fontenay – Paris Est  
 With nothing else new to have at Paris Est I walked to Nord but just missed a train to Creil and there wasn't another move to fit in before my Eurostar back home. I therefore had a nice Pelforth Brune in the Terminus bar opposite Paris Nord station.  
**Eurostar 3223 & 3224** Paris Nord – Waterloo  
 Tube Waterloo – Kings Cross/St Pancras  
 Next train north was another Eurostar, a north of London set; and a mate of mine was the driver, he rang his

manager and got the OK for me to ride up front with him back to Doncaster, which was an experience.  
**Eurostar 3309 & 3310** Kings Cross – Doncaster  
 So a nice trip, not as many winners as I would have hoped for but when you are trying to get track in you have to sacrifice a few. 16 locos wasn't bad though. My next trip would be in January 2002 to cover a Belgian railtour.

## To the South West by Overnight

### Glynn Gossan

Back in the 1980s, a time when life was simpler, rail travel more affordable, and before the advent of X factor, X boxes, and U tube, travel was possible to the South West on overnight trains that were loco hauled, and indeed loco hauled services were the norm all over the network. Oh for those long lost days. During those happy, seemingly care free days, when we were all a touch more youthful than today, I enjoyed several happy days in the South West having travelled from Chesterfield where I was living at the time. The train I used on each occasion was the 22.31 initially, changed to 22.37 in 1984, Bradford - Paignton service which left Chesterfield at 23.50. This enabled us Northern based bashers / photters, to get to the South West early the following Saturday morning, for a full day of loco hauled heaven at a chosen destination. The destinations I chose are shown on the chart below, detailing the motive power that was always changed at Bristol, so show locos to and from Bristol.

22.31 Bradford - Paignton	
27/8/83 Dawlish Sea Wall	46052/45026
17/9/83 Teignmouth Sea Wall	45012/50028
22.37 Bradford - Paignton	
2/6/84 Taunton, via Exeter St. Davids and Central	47016/45143
30/6/84 Newton Abbot	45013/47549
22/9/84 Exeter and Taunton	45051/50048
29/9/84 Exeter	45077/50021

Needless to say, on the last of these trips, there was no sleep west of Bristol with Rodders at the front of the train! The number of services and different locos seen in a day was, especially bearing in mind today's railways, mind boggling. It is indeed a sad state of affairs when arguably the best thing on the main line, on regular passenger services, now are HSTs. The array of locos seen in a day back then, was tremendous, and the service to choose from for the journey home was plentiful.  
 The afore mentioned 22.31 / 22.37 changed locos at around 04.00 and the effort was always made to wake from the slumber in the first compartment of a mark I compo coach directly behind the loco, to witness the loco change at Bristol. Sleep then resumed awakening in time for baling at the chosen destination.  
 I will only list one day's sightings here, and have chosen the first of the dates I travelled, 27/8/83, which clearly shows the number of loco hauled services to be enjoyed.

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On this date I left the train at Newton Abbot and then returned to Dawlish, as memory suggests the 22.31 did not stop at Dawlish.

### Newton Abbot

- 50011 L.E.  
50007 06.48 Newton Abbot - Waterloo, which I travelled on back to Dawlish  
46026 overnight Newcastle - Newquay

### Dawlish

- 47232 westbound unidentified service  
47015 westbound parcels then later northbound parcels  
33048 L.E.  
50012 07.50 Paignton – Glasgow / Edinburgh then 11.33 Manchester - Newquay  
50046 09.00 Paignton - Birmingham then 13.06 Birmingham - Paignton  
47147 06.53 Oxford - Paignton then 11.27 Paignton – Liverpool  
47231 Motorail  
50037 09.35 Paignton - Paddington  
47230 09.50 Paignton - Manchester  
45026 10.05 Paignton - Leeds  
47070 08.35 Cardiff – Paignton then 12.10 Paignton – Paddington  
47232 10.20 Paignton – Glasgow / Edinburgh  
47075 08.05 Paddington - Paignton then 13.00 Paignton – Cardiff  
50042 08.05 Penzance - Liverpool  
47014 08.00 Swansea - Penzance  
45055 07.41 Derby - Penzance then 12.20 Newquay – Leeds  
50031 11.14 Paignton – Paddington  
46026 Newquay-Manchester  
50022 09.15 Paddington - Paignton  
50034 09.47 Paddington - Newquay  
45043 L.E. West then Paignton - Nottingham  
47159 Newquay - Newcastle  
46010 08.02 Nottingham - Paignton  
50004 10.10 Paddington - Paignton then 14.45 Paignton – Paddington  
50023 Penzance - Paddington  
47269 Leeds-Newquay  
47264 08.20 Liverpool-Paignton then 15.05 Paignton-Wolverhampton  
50015 10.50 Penzance-Brighton  
50016 09.20 Liverpool-Penzance  
50021 11.15 Paddington - Paignton then Paignton – Paddington  
47369 09.31 Manchester - Paignton then 16.30 Paignton – Manchester  
45148 08.26 Bradford - Paignton  
50010 12.10 Paddington -Paignton then Paignton – Oxford  
50049 northbound  
47437 14.10 Paddington - Paignton  
50011 17.25 Paignton - York

This list of sighting shows the number of locos that could be seen, even allowing for several being seen twice. There are still some 16 different class 50s, 2 class 46s, 4 class 45s, 14 class 47s and a class 33. Not to be forgotten are the now heritage DMUs that worked the local services between Exeter and Paignton.

As mentioned before, the choice of service for the journey home was as varied, and on this occasion my chosen train, the 17.25 Paignton - York, was routed via Leicester, resulting in 3 different locos, and the full list of return services chosen, and motive power, are shown in the chart below.

### 27/8/83

17.25 Paignton - York - 50011 Paignton - Gloucester, 46027 Gloucester - Leicester, 47205 Leicester - Chesterfield

### 17/9/83

17.25 Paignton - York - 47128 Teignmouth - Bristol, 47144 Bristol - Chesterfield

### 2/6/84

16.08 Paignton - Liverpool - 47245 Bristol - B'Ham then 16.45 Paignton - Leeds - 45102 B'Ham - Chesterfield

### 30/6/84

14.10 Paignton - Swansea - 33008 Newton Abbot - Exeter then

15.35 Paignton - Oxford - 50029 Exeter - Bristol then 16.08 Paignton - Liverpool - 47322 Bristol - B'ham then 16.45 Paignton - Leeds - 45119 B'Ham - Chesterfield

### 22/9/84

16.08 Paignton - Liverpool - 37219/37177 Exeter - B'Ham then

16.45 Paignton - Leeds - 45062 B'Ham - Chesterfield

### 29/9/84

15.35 Paignton - Oxford - 47606 Exeter - Taunton then 16.08 Paignton - Liverpool - 47106 Taunton - Bristol then 16.45 Paignton - Leeds - 45022 Bristol - Chesterfield

All in all, 6 very enjoyable days, several different locos on the journeys out and back, and a much loved and missed Bradford - Paignton overnight train, together with all the other, equally missed loco hauled services, were had over that period. This really was a most enjoyable time, and looking back now, almost seems like it never happened. Oh those lazy days of summer in the 1980s, what days they were!!

## Pennine Observer Notes

### Eastern Region

Recent sightings at Doncaster have been:

- Aug 27 67008 Standby  
66059/60100 Rails  
66516, 66533 Freightliners  
66037, 66136, 66201, 66765 Intermodal  
66731, 66301 Departmental  
66752 Coal  
66188 Steel

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| <p>Aug 27 66704 Sand<br/>66088 Stone<br/>66756 Gypsum</p> <p>Sep 1 67026 Standby<br/>67028 Route learning<br/>66001, 66711 Intermodal<br/>66090, 66730 Departmental<br/>66701 Coal<br/>66746 Sand<br/>66125 Stone<br/>66083, 66593/66954, 66725, 60056 Light engine movements<br/>66589 Ipswich tanks</p> <p>Sep 3 67026 Standby<br/>67028 Route learning<br/>66534, 70019 Freightliners<br/>66009, 66133, 66711 Intermodal<br/>66039, 66715/66765 Departmental<br/>66725, 66764 Coal<br/>66093 Stone<br/>66746 Sand<br/>66084 Steel</p> <p>Sep 10 67012 Standby<br/>60039 Rails<br/>66542, 66571 Freightliners<br/>60056, 60076 C.H.S.<br/>60091, 66098, 66759 Intermodal<br/>66616, 66723 Coal<br/>66065, 66079 Light engines<br/>66193 Stone<br/>66753 Sand<br/>66121/66181 Steel<br/>66065/67028/66223/66639/66002/60024/66123<br/>convoy to Toton</p> <p>Sep 15 67012 Standby<br/>66096 Rails<br/>66587/66588, 66589 Freightliners<br/>66125, 66133, 66731 Intermodal<br/>47848 Route learning<br/>66737 Tanks<br/>66538 Ipswich tanks<br/>66017 Stone<br/>66756 Sand<br/>47739, 66070, 67028 Light engine movements<br/>60002, 60056, 60076 C.H.S.<br/>66429, 66718, 66724 Departmental</p> <p>Sep 17 Probably the most boring day I have ever had at<br/>Doncaster only eleven freights in six and a half<br/>hours (KK).<br/>67012 Standby<br/>60002/60056/60076 C.H.S.<br/>66031/60020 Rails<br/>66133, 66185 ,66731 Intermodal<br/>66556, 66589 Freightliners<br/>66706 Sand<br/>66138 Steel<br/>66031, 66724 Departmental<br/>66034 Light engine</p> | <p>Sep 22 It doesn't get any better (KK).<br/>67012 Standby<br/>66156, 66175, 66745 Intermodal<br/>66533, 66414/66503 Freightliners<br/>66181 Stone<br/>66138 Steel<br/>66012, 66765 Departmental<br/>66730 Light engine<br/>66566 Ipswich tanks</p> <p>Sep 29 67012 Standby<br/>66150 Rails<br/>66588, 66593 Freightliners<br/>66019, 66108, 66765 Intermodal<br/>66132, 66424, 66724 Departmental<br/>57002/57012 RHTT wagons to Stowmarket<br/>66534 Ipswich tanks<br/>66746 Sand<br/>66095 Stone<br/>56105, 60076 C.H.S.<br/>66024 Steel<br/>66732 Gypsum<br/>66506, 66749 Light engine movements</p> <p>Sep 29 67012 Standby<br/>66150 Rails<br/>66588, 66593 Freightliners<br/>66019, 66108, 66765 Intermodal<br/>66132, 66424, 66724 Departmental<br/>57002/57012 RHTT wagons to Stowmarket<br/>66534 Ipswich tanks<br/>66746 Sand<br/>66095 Stone<br/>56105, 60076 C.H.S.<br/>66024 Steel<br/>66732 Gypsum<br/>66506, 66749 Light engine movements</p> <p>Oct 1 67024 Standby<br/>66501, 66533 Freightliners<br/>66021, 66039, 66108, 66765 Intermodal<br/>66761 Gypsum<br/>66204, 66424, 66724 Departmental<br/>66097 Stone<br/>66020 Steel<br/>66746 Sand<br/>57315/57316 E.C.S. Carnforth to Hitchin</p> <p>Oct 6 67012 Standby<br/>66589/66414, 66590 Freightliners<br/>66077/60024 Rails<br/>66021, 66099, 66727 Intermodal<br/>60024, 66715 Departmental<br/>56113, 60063, 66730 Light engine movements<br/>66741 Sand<br/>66133 Stone<br/>73966/66732 Loughborough – Craigentenny<br/>458522 West Yard</p> <p>Oct 13 67030 Standby<br/>66076/66095 West yard<br/>66136, 66720 Departmental<br/>66533, 66592 Freightliners<br/>66171, 66172, 66204, 66703 Intermodal<br/>60026 Rails</p> |
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## The Magazine of the Pennine Railway Society

Oct 13 66764 Gypsum  
66728 Coal  
66130 Stone  
66736 Sand  
66424, 66530, 66754 Light engine movements

Oct 15 67030 Standby  
70803 West Yard  
66847 Wabtec  
66542, 66545 Freightliners  
66050, 66171, 66094, 66703 Intermodal  
66764 Gypsum  
66720 Departmental  
66772 Sand  
66207 Steel  
66559 Light engine  
66082/66095/66118 convoy from Toton  
37605/37604 Network Rail train

Oct 22 67016 Standby  
66414, 66594 Freightliners  
66112/66183 Rails  
66162, 66199, 66761 Intermodal  
66031/60071, 66238 Light engine movements  
66115 Departmental  
66762 Sand  
66053 Steel  
66075 Stone  
67030 dragging failed 43208 + E.C.S.  
66717, 66738, 66743, 66746 Coal  
37219/97301 Network Rail Train

Oct 27 67012 Standby  
60002, 60087 West Yard  
66567, 55569/66414 Freightliners  
60085 Rails  
66705/66770 Departmental  
66136, 66059, 66763 Intermodal  
66120 Stone  
66201 Steel  
66765 Sand  
66175, 66194 Light engine movements  
66536, 66704, 66733, 66742 Coal  
66762 Gypsum

Oct 29 67012 Standby  
60002, 60078, 60087, 66846 (all Colas) West Yard  
66503, 66567 Freightliners  
60071/66172, 66770 Departmental  
66030, 66117, 66194, 66741 Intermodal  
66136, 66705 Light engine movements  
66762 Gypsum  
66151 Stone  
66089 Steel  
66717 Sand  
66707, 66716, 66733, 66742, 66747, 66769 Coal  
60063 Rails

Nov 3 67012 Standby  
66416, 70010 Freightliners  
66090, 66140, 66759 Intermodal  
66750 Gypsum  
66213 Limestone  
66207, 66757, 66762 Departmental

Nov 3 66184, 66536, 66769 Light engine movements  
66705, 66738, 66739 Coal  
66731 Sand  
66024 Steel  
66846, 66847 C.H.S.

Recent sightings at **Hatfield & Stainforth** have been:

Aug 27 60047 Preston tanks  
66147 Steel  
66068, 66197 Biomass

Sep 3 66115 Steel  
66020 Biomass

Sep 10 66154 Biomass  
60020 Light engine

Recent sightings on the Gainsborough – Barnetby line have been:

(On coal trains unless stated otherwise)

Aug 4 66756  
Aug 7 66756  
Aug 11 66514  
Sep 1 66725  
Oct 6 66725

Other recent sightings have been:

Jul 28 66134 on Tilcon at Hull  
66230 on scrap at Gascoigne Wood

Aug 23 66759, 66769, 66756 and 66736 at Roberts Road

Aug 31 66096, 66743, 66739 and 66721 at Peterborough  
66158 at Knottingley  
66068 and 66197 at Milford Junction  
66715, 66764, 66725 and 66765 at Roberts Road

Sep 1 90003, 90012, 90008 and 90034 on Norwich services

Sep 2 66204 on Tilcon at Hull

Sep 23 66014 on Tilcon at Hull  
66705, 66715 and 66742 at Roberts Road

Sep 25 66003 on Tilcon at Hull

Oct 8 66129 on Tilcon at Hull  
66207 at Goole

Oct 21 66063 on Tilcon at Hull  
66213 on scrap at Gascoigne Wood

Oct 22 66023 on Tilcon at Hull  
66037 at Goole

Oct 28 66064 on Tilcon at Hull

Locos noted at Eaton Lane Crossing on 22 August were 66043 and 66057 on steel trains and 66206, 66133, 66067, 66011, 66201, 66167, 66158 and 66095 in a light engine movement.

Locos seen at Peterborough on 7 September were 20107, 20096, 20314, 66764, 66767, 66761 and 66737.

On 24 October the 09.00 Kings Cross to Edinburgh was terminated at Newcastle in heavy rain because the loco, 91132, had defective wiper blades.

Locos seen at Peterborough on 25 October were 66763, 66751, 66758, 66746, 66745, 66755, 66761, 66723, 66023, 66015, 66044 and 66177.

Locos noted at Peterborough on 1 November were 66619, 66519, 66741, 66761, 66764, 66755, 66740, 66707, 66101 and 66177.

## Western Region

Recent sightings have been:

- Aug 21 70019 and 66152 at Didcot  
66110 and 66759 at Swindon  
Aug 22 66139 and 66085 at Newport  
08503 and 20228 at Barry  
70010, 70003 and 66528 at Bristol Parkway  
08296 at Machen  
66759 at Cardiff  
Aug 23 66594 and 66597 at Swindon  
66200, 66207, 66192, 66203 and 59002 at Acton

## Midland Region

Locos seen at Toton on 31 August were 66730, 66004, 60090, 67018, 66721, 60019, 60068, 60013, 60028, 60079, 66519, 60033 and 67003.

Locos noted at Washwood Heath on 7 October were 66503 and 66501. Also noted were 20118, 20114 and 47830 at Derby and 68015, 68011, 68014 and 68010 on Chiltern services.

## Scottish Region

Locos seen on 8 October were 08615, 47804 and 31233 at Craigentenny, 68003 working the 17.08 and 68007 working the 17.20 Fife trains from Edinburgh.

## Railtours and Charter Trains

Locos seen on railtours and charters have been:

- Aug 10 ("The Noah's Ark") 47812, 47843, 66701, 66736, 20096, 20107  
Aug 22 ("The Woodham's Phoenix") 66113, 66116, 73118  
Oct 27-29 ("The Scarborough Spa Express") 45699, 47245  
Oct 31 ("The White Rose") 46233

## Preserved Railways

Locos used at the Kirklees Light Railway "Made in Yorkshire" Gala on 12 September were "Katie", "River Mite", 2 "Badger", 3 "Hawk", 4 "Owl" and 10 "Doctor Syn".

Locos working at the Barrow Hill "Ticket To Ride" gala on 25 September (Friday) were 45305, 12322, 8274, 46233 and 45690. Locos used on the 26 September (Saturday) were 45337, 47406, 46233, 43106, 45305 and 8274.

Locos used at the Middleton Railway Gala on 26 September were 1210 Sir Berkeley, 1310, D361 Carroll and D577 Mary.

Locos working at the Scunthorpe Steelworks on 26 September were D2853 and D8110 on tour train and 1 giving cab rides. Also seen in the works were 03901 and 07012 on display, 72 on train of rails, 73 light engine, 44, 51 80, 90 and 91 in steelworks, 81 and 92 in depot and 77 partly dismantled.

Locos used at the Keighley and Worth Valley Railway Steam Gale on 16 October were 5820, 1704, 90711 (9073), 75078, 43924 and 1054.

## Trips to Burton on Trent

The following locos were seen on a trip to Burton on Trent on 8 September:

- 66213 Burton – Felixstowe  
60010 Lindsey – Kingsbury  
60040 Kingsbury – Humber  
66098 Scunthorpe – Eastleigh  
66164 Bescot – Toton  
66746 Tinsley – Bardon Hill  
66108 Walsall – Dowlow  
66617 Immingham – Rugeley  
66566 Leeds – Southampton  
37601/37604 Derby – Derby  
60017 Westerleigh – Lindsey  
66199 Southampton – Wakefield Europort  
68004 Mountsorrel – Crewe  
60054 Wolverhampton – Immingham  
66745 Toton – Crewe  
57312 Crewe – Toton  
47727 Washwood Heath – Boston Docks  
97301 Derby – Bristol

### En route

- 66505 Southampton – Leeds  
66079 Aldwarke

The following locos were seen on a trip to Burton on Trent on 8 October:

- 60020 Humber – Kingsbury  
66069 Washwood Heath – Briggs Sidings  
66085 Burton – Felixstowe  
66063 Kingsbury – Humber  
66132 Bescot – Toton  
66181 Felixstowe – Burton  
66040 Scunthorpe – Eastleigh  
66143 Walsall – Tunstead  
66622 Immingham Rugeley  
68012 Mountsorrel – Crewe  
60010 Westerleigh – Lindsey  
66024 Southampton – Wakefield Europort  
60040 Wolverhampton – Immingham  
560087 Washwood Heath – Boston Docks  
70013 Leeds – Southampton  
47830 Washwood Heath – Derby  
66715 Toton – Crewe  
68010 Crewe – Toton

### En route

- 20118/20132 Derby Station  
08899, 66304 Etches Park  
08762, 08417, 20154, 37057, 37421, 37194, 37603, 37682, 73952, 73101, 73129 Derby R.T.C.

The following locos were seen on a trip to Burton on Trent on 20 October:

66076, 66181, 66059 Intermodal  
70006 Freightliner  
66429, 66182/66070 Departmental  
60010, 60011, 60015, 66100 Oil tanks  
66617 Coal  
66018, 66143 Stone  
60065 Steel

### En route

Derby 20107, 20118, 20132, 20314  
Derby R.T.C. 08417, 08762, 31106, 31459, 31465, 37194, 37219, 37421, 20154, 73101, 73139, 97301

### Trip to Chesterfield

The following were seen on a trip to Chesterfield on 5 November:

66604, 66607, 66620 Cement  
37901/37116 Railtrack test train  
56103 Empty scrap wagons  
60040, 66049 Steel  
66722, 66151, 66126, 66613 Stone  
66507, 66732, 66770, 66527/66554 Departmental  
70013 Freightliner  
66199 Intermodal  
66540 Ipswich tanks  
37175, 66024/66198 Light engine movements  
66602, 66606 Coal

### Visit to Midland Metro

Ian Shenton made a visit to the Midland Metro on 1 October and noted the following.  
Trams running: 18-20, 23-26, 29, 31, 33 and 35.  
The Depot at Wednesbury is adjacent to the station, but the only way you can see anything is to go to the old railway line to the south of the station. Leave by the main entrance and go to the mini round-about turn right and pass the main depot entrance and you can see the old trackbed, it is very overgrown but you walk on the old track, bins required, walking time about 20min.  
Trams noted on depot: Old Stock: 3, 5, 11 and 12 (plus others unable to identify), New Stock: 17, 21, 22, 27, 30 and 32.  
Also seen on test: 36.

### Egyptian Diary

Unfortunately I have no report for you. Di and I are moving later this month to another part of West Bank Luxor. It is called Ramla, closer to the Nile it has more European folks living there. It will be just a short walk from our apartment to the Nile, then to take a motor boat across into Luxor and the railway station.  
So stick with me and from the New Year I will be back to visiting the station at regular times during the coming months.

## Pennine Quiz No. 162

### GWR 'Castles' and 'Kings'

1. What was the final total of 'Castles', new build and conversion?
2. Over what time span was the construction programme?
3. What was the name and number of the last 'Castle'?
4. Who was credited the 'Castle' design?
5. No. 7000 was named after the last chairman of the GWR - who?
6. The GWR's only 4-6-2 was rebuilt into which 'Castle' in 1924?
7. How many 'Stars' were rebuilt as 'Castles'?
8. 'Castle' class No. 7029 Clun Castle hauled the last booked BR passenger out of a London terminus; which station and in what year?
9. No. 4082 Windsor Castle swapped identity with which other class member in 1952?
10. What is the longest name ever carried by a 'Castle'?
11. Which 'Castle' featured in exchange trials with the LNER?
12. 100A1 Lloyds was the first 'Castle' withdrawal three months before the delivery of the last-built example; in which month and year was it taken out of service?
13. To which country was No. 4079 Pendennis Castle exported in 1977?
14. How many cylinders has a 'Castle'?
15. When was the first 'King' No. 6000 introduced?
17. How many 'Kings' were built?
18. Who presented the bell carried by No. 6000?
19. How many cylinders does the 'King' have?
20. Who was the designer of the 'King' Class?
21. In which year were the 'Kings' withdrawn from BR service?
22. Which 'King' was partially streamlined for a period in 1935?
23. What was the numbers of the two 'Kings' that were rescued from Barry scrapyards?
24. Which company sponsored the return to steam of No. 6000 King George V?
25. What was the cabside weight symbol carried by the 'King' Class?
26. The 'King' weighs 135 tons in working order - true or false?
27. Which two Kings were renamed after then current monarchs, and who were they?
28. Which 'King' was resurrected from the scrapline for a final railtour?
29. What was the power classification of a 'King' on BR?
30. No. 6024 spent the early years of its preservation at which site from 1973?

## Pennine Quiz No. 161

### The Answers

- 1 19C
- 2 Renishaw
- 3 Built with a 2750HP Sulzer engine
- 4 1960
- 5 High Level
- 6 Night Hawk
- 7 Derby Castle
- 8 A Romanian Co called 'Electropute of Craiova'
- 9 'Grenville'
- 10 30/01/1995
- 11 To allow services from Sheffield Midland to run into Barnsley Exchange, this allowed BR to close Barnsley Court House station and to commence a Sheffield Midland – Barnsley – Leeds service
- 12 Prototype DELTIC
- 13 Darnall on 16th August 1963
- 14 60124 Kenilworth
- 15 June 1963
- 16 Lancashire and Derbyshire Yeomanry
- 17 Farringdon
- 18 Gibraltar
- 19 2000
- 20 60068 Sir Visto

### The Winner

Congratulations to the winner – John Dewing.

## Pennine Meetings 2016

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

### Wednesday 6th January 2016

Joe Wray

### Sunday 17th January 2016 12 Noon

#### Annual General Meeting

### Wednesday 20th January 2016

Robert Pritchard  
'10 Years at platform 5 Part 2'

### Wednesday 3rd February 2016

Phil Lockwood and Enid Vincent  
'Diverted Rotherham to Doncaster via Toton & Shireoaks'

### Wednesday 17th February 2016

Jim Sambrooks

### Wednesday 2nd March 2016

Robin Patrick  
'More Enjoyable Pictures'

### Wednesday 16th March 2016

Ken Horan  
'1958 Onwards'

### Wednesday 6th April 2016

Derek Porter  
'Memories of The Plant'

### Wednesday 20th April 2016

Steve Philpot

## Acknowledgements

OI 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, Paul Slater and Tosca.

## Next Issue

The Spring 2016 issue of Trans Pennine is due for publication on Wednesday 16th March would contributors please let the coordinator have their information by no later than Wednesday 17th February

If you can, please email your contributions to [david@whitlam145.freeserve.co.uk](mailto:david@whitlam145.freeserve.co.uk). If you are posting your contributions, it would help if you could post it in instalments and not leave it all to the last day – THANK YOU.