

TRANS PENNINE

The Magazine of the Pennine Railway Society



**No 175
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Photos

Front Cover

The photo taken by Graeme Wade, shows the Royal Train hauled by 60009 'Union of South Africa' between Stow and Bowland on the Borders Railway on the Royal opening day - 9 September 2015.

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

Committee Briefs

Membership Renewal

We would like to thank all those who have renewed their subscription for 2016. It is not too late to re-join, simply send your cheque for £6, made payable to the Pennine Railway Society, to Tony Caddick, our Membership Secretary, at the address shown at the front of the magazine, or renew at a social evening. To those of you who are not re-joining, this will be the final magazine you receive. In these circumstances we thank you for your past support and hope you may consider re-joining the Pennine at some future time.

Social Evenings – Change of Venue

Please note that due to the unavailability of the function room at the Salutation, the following meetings will be held at The Railway on West Street:

- Wednesday 2nd March (Robin Patrick)
- Wednesday 4th May (Andy Dalby memorial slide competition)
- Wednesday 6th July (Slides of Peter Fox)
- Wednesday 7th September (Andy Barclay)
- Wednesday 2nd November (Glyn Gossan)

All other meetings will be held at the Salutation as usual. Meetings to start at 8pm prompt.

Society Website

Those members with Internet connection are reminded of the Society Website which you should refer to regularly for up to date information, including those rare occasions when the Salutation is unavailable for meetings and we have to meet at The Railway. The Society website is www.abrail.co.uk/penninedetail.htm. For those without Internet connection we will do all we can to pass on information to all those who might be interested.

Annual General Meeting

This year's Annual General Meeting was held at the Salutation in Doncaster on Sunday 17th January attended by 14 members. Apologies for absence were received from Tony Booth, Robin Havenhand, Gerry Collins and John Dewing.

Key points from the meeting were:

Chairman's Report / Meetings Report

Robin welcomed everyone to the AGM. He spoke of a successful 2015, which included another visit to Barrow Hill. There was a popular and successful programme of events at the Salutation, enjoyed by record attendances. The programme for 2016 was circulated, with most dates already filled. Digital image presentations were increasing in number and proving extremely popular. He thanked

Linda Bladen for her help with digital image presentations and also to all those who had organised our raffles, particularly Geoff Bambrough and members who supported them by purchasing tickets, bringing a valuable source of revenue to the Society.

A visit to Barrow Hill has been provisionally arranged for Wednesday 29th June, subject to Barrow Hill not being closed to visitors due to major refurbishment programmed to the Roundhouse and associated facilities.

Magazine Co-ordinator's Report

David thanked all who had submitted items for inclusion in the 2015 editions of Trans Pennine and looked forward to receiving articles, quizzes, sightings, photos and news for 2016 magazines.

Membership Report

Tony reported that membership levels remained around the 80 mark (numbers wise not age wise!). New members were always welcome, but non-members were always welcome to attend social evenings and other society events.

Treasurer's Report

John presented a statement of the Society Accounts for 2015, which showed a surplus balance of £1065.52 (against a surplus of £941.52 in 2014). He thanked all those who had supported the Society in 2015. Social evening raffles continued to be a valuable source of income and thanked Geoff Bambrough for providing prizes, those who sold raffle tickets and members who had bought tickets. He also thanked Neil Taylor for enabling postage costs to be significantly reduced. He confirmed the Society remained financially healthy, due to the continued support of members.

Website Report

Tony Booth would continue to update the Society website, with any urgent news placed on there. The programme of social evenings would be shown, along with photos and an archive of past editions of Trans Pennine.

The Committee 2016

The Committee was re-elected en-bloc for 2016. In addition, Robin Havenhand had agreed to re-join the Committee and would support the presentations at the Salutation. This was supported by members.

Open Forum

Key points of the Open Forum were:

- future AGMs would be timed at 12.00pm for a 12.15pm start
- wherever possible presentations at social evenings at the Salutation would start at 8.00pm prompt
- the Committee to examine the feasibility of hiring a mini-bus to take members without transport to Barrow Hill and to a post-visit drink
- The 2016 David Bladen Trophy, the competition for digital images, to be awarded to the holder of the

winner in the steam category and to the holder of the winner of the non-steam category. Linda agreed to develop the logistics for this. Runner-Up trophies would also be awarded in both categories.

- Robin to examine the potential to visit the railway at Scunthorpe Steelworks and the Shunter Depot at Rowsley (both possibly on Saturdays)
- Visits to the Museum at Doncaster Grammar School would be available to members and friends of members through Robin or Pete Sargieson

President's Address

Geoff thanked those who had made 2015 such a success and looked forward to another good year for the Society in 2016. He made particular reference to the high quality of presentations at the Salutation.

A sale of Pennine stock had recently raised £76 and raffles continued to be popular and brought in revenue to the Society.

The Andy Dalby Memorial Slide Competition

The annual slide competition in memory of Andy Dalby will take place at the social evening on Wednesday 4th May at The Railway Hotel, West Street, Doncaster, DN1 3AA.

The criteria are that you must have taken the slides yourself, the content must be of a railway nature, including light rail, and you must not enter any slides that have won prizes in the competition before.

Anyone can enter the competition and everyone can enter up to 5 slides each. Please bring them on the evening, it would be helpful if you could arrive before 8pm to allow time to record whose slides are whose and get them into a random order ready to show.

If you cannot attend on the night you can still enter the competition, just bring the slides to a prior meeting or give them to someone else to bring on the night.

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

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

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

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

Pennine Shield 2015

Congratulations to Pennine 2 (The Great Pretenders) on winning the Pennine Shield quiz competition for the second year running and well done to team members Martin Fisher, Glen Williamson and Glyn Gossan. Scores were Great Pretenders (62), Dore Loco Group (60) and Pennine Railway Society (55).

Network Rail Should Follow the Horses

It has been revealed that state-owned Network Rail has been gambling on the derivatives markets (trading in foreign money markets). There were losses of £409m in the year to March 2012, £45m in the year to March 2013 and £982m in the year to March 2014. More than one Pennine member could have turned this around if Network Rail had asked for tips on the horses!

Franchise News

FirstGroup has kept its franchise for TransPennine Express from April 2016 (but without current partner Keolis) for a further seven years until March 2023. It will increase the frequency of services between Manchester and Scotland and run up to 6 trains per hour between Manchester and Leeds. However, Abellio has lost the Northern franchise to Arriva Rail North from April 2016. Arriva has promised to withdraw Pacers by the end of 2019 and run a direct service between Bradford and Sheffield, Bradford to Manchester Airport and Lincoln to Leeds. Its franchise will run until March 2025 and will continue to use the Northern brand, although this will be refreshed. It is likely that new rolling stock will be built by Spanish company CAF.

Abellio is now competing on its own for the next Greater Anglia franchise after its bid partner Stagecoach withdrew. It will compete against FirstGroup and National Express.

Electrification Update

The current timeline for completion of electrification projects is Great Western to Cardiff, Bristol and most Thames Valley Lines (2019), Midland Main Line to Kettering and Corby (2019) and Leicester, Derby, Nottingham and Sheffield (2023) and Transpennine route (2022).

HS2 Update

HS2 will be extended to serve Crewe by 2027 (possibly with a new station for high speed trains) with a likely new 14km link from HS2 to Stoke. The line to Crewe is set to form HS2 Phase 2a which will run from the Phase 1 boundary at Lichfield.

Metropolitan Line Extension

A Croxley Link extension of the Metropolitan Line is to be built. The diversion will use the former Croxley Green BR branch to take trains across west Watford and will bring London Underground trains back to Watford Jcn for the first time since the last rush-hour Bakerloo Line trains were withdrawn in 1982. They will be accommodated in the under-used bays at Watford Jcn. Work will be completed by 2020 with new intermediate stations at Cassiobridge and Watford Vicarage Road.

Class 707s Under Construction

A new fleet of 30 Siemens Class 707 5-car units for South West Trains is under construction. They are due to enter service on the London and Windsor route in June 2016.

Tram Trains Arrive

Delivery is being taken of seven tram trains for SY PTE. The 37m tram trains built by Vossloh in Valencia travelled via Santander, Southampton and the M1. They will be numbered 399201-399207. The full heavy/light rail service between Rotherham Parkgate and Sheffield is set to begin in 2017. In the meantime they will be introduced on tramway sections in Sheffield.

Construction timetable is:

- January 2016 - Supertram tracks prepared to carry Tram trains
- Spring 2016 - Construction of chord at Tinsley
- Summer 2016 - Three tram trains to start running on the Supertram network
- Autumn 2016 - New platforms built at Rotherham Central and Parkgate
- Winter 2016 - Completion and electrification Tinsley-Rotherham/Parkgate
- Early 2017 - Passenger services begin offering 20 min headways

Pensioners in SY can use passes for free travel on trams but not trains. What is a tram train?

Sun Too Bright

Departures of Southeastern trains were recently delayed at Lewisham due to strong sunshine. The company said delays were caused by the low angle of the winter sun resulting in a glare which made it impossible for drivers to check in their mirrors that it was safe to leave the station. Apparently this doesn't happen very often.

Great Northern Fleet

Siemens is set to build the next fleet of trains for inner suburban Great Northern services. The fleet will be a variation of the Class 700s already on order for the main Thameslink routes and will replace Class 313s. The 25 new trains will be fixed length six-car sets with no intermediate cabs. They are due to enter service in 2018.

Weather Damage

The recent heavy rains has closed the lines from Dover Priory to Folkestone Central (damage on coast) and between Carlisle and Glasgow Central / Edinburgh (damage to Lamington Viaduct). Some trains on the WCML will be diverted via Dumfries.

Light Rail News

BLACKPOOL

The first of the winter heritage running days took place over the weekend of 30/31st January in typical Blackpool winter weather of wind and rain, despite this the Saturday turnout was - box 40, Brush car 631, centenary 648, twinset 675/685, balloon 717 and illuminated frigate 736. Sunday saw standard 147, centenary 642, railcoach 680, twinset 675/685, balloon 700 and 736 in action.

The latest addition to the heritage fleet is Brush car 634. With the rundown of the old fleet the car was purchased by an enthusiast in 2009 and moved to a museum site at Rushden. In 2014 the car moved again to the North East Land, Sea & Air museum near Sunderland. The car is expected to move back to Blackpool in the next few weeks but is not expected to run this year due to other workshop commitments.

After a year out of action the illuminated trawler 737, rebuilt from Brush car 633 in 2001, is now in the workshops for a much needed refurbishment. It is hoped to be able to relaunch the car in autumn for this year's illuminations.

And last but not least a swap deal has been agreed between Blackpool and the Beamish museum involving standard 147 heading to the north east for this year in return for Blackpool "Marton Box" 31. With open top balloon 706 "Princess Alice" retired for overhaul the return of 31, a double-deck open top tram, is sure to be popular.

SHEFFIELD SUPERTRAM

The much anticipated arrival of the first UK tramtrain took place on the late evening of Monday 30th November. The CAF built tram is numbered 399201 and 201 to run on both Network Rail and Supertram. Overnight testing commenced in February. At long last signs of progress have appeared on the line around Rotherham station with foundations for the overhead masts in several locations.

METROLINK

The short extension from Victoria station to Exchange Square opened on Sunday 6th December. This is the first stop on the second city crossing to St Peters Square at present under construction. The latest M5000 tram to arrive is 3111 on 13th February.

MIDLAND METRO

On the same day as the Metrolink extension opened the short extension from Snow Hill to Bull Street opened. The line onwards to New Street is almost complete and should open in early spring but the new relocated stop at Snow Hill is still under construction.

Crossrail

On 23rd February Boris Johnson announced that Crossrail, the new railway which runs beneath London, is to be named the Elizabeth Line in honour of the Queen.

Steam on the Corby Line

Paul Slater

The line from Glendon Junction to Manton formed part of a through route with the railway from Nottingham to Melton Mowbray. The purpose of the line was threefold: to form part of a fast and direct route from London to Nottingham; to provide an alternative path for coal trains, avoiding the congestion at Leicester and the gradients between there and Kettering; and to serve the local iron-ore deposits. The line was opened for goods traffic on 1 December 1879 and to passengers on 1 March 1880. Express trains began to use the route on 1 June 1880. Iron-ore quarries were opened at various locations alongside the line from Glendon Junction northwards. The quarries at Glendon were already in operation, having been opened in 1863, and were extended eastwards as the Manton line was built. Quarries at Corby were opened in the 1880s, and those at Storefield, connecting with the Manton line a mile north of Glendon Junction, in 1898. There were also quarries at Gretton and Harringworth. The greatest expansion of quarrying took place around Corby, which went from being a humble village to become by far the most important place on the line. The first blast furnaces at Corby were opened in 1910, but the real growth of Corby began in the 1930s, when. Stewarts & Lloyds built an ironworks, steelworks and tube works there to replace their Glasgow plant. The new works were in full production by the end of 1937. The population of Corby grew from 845 in the 1880s to over 12,000 in 1939, nearly 25,000 in 1959 and 47,705 in 1971. As large numbers of workmen from Glasgow moved to the new plant, Corby acquired a Scottish flavour which made it unique in Northamptonshire. There were at various times many blast furnaces in operation, in the Northamptonshire ore field, but Corby was the only real centre of heavy industry in the county, and so has always seemed a place apart. The growing importance of Corby was reflected in the change of name of Weldon & Corby station, first to Corby & Weldon and then to Corby. Passenger services over the line consisted of expresses from St. Pancras to Nottingham, Bradford, Manchester, Heysham and Edinburgh, semi-fasts from St. Pancras to Nottingham, and stopping trains from Kettering to Gretton, Nottingham and Leicester. A great deal of through goods traffic used the line, coal trains from Toton being particularly numerous, and there were heavy flows of iron-ore both into Corby and out from the local quarries to blast-furnaces and steelworks elsewhere in the country. "Jubilee" and "Black 5" 4-6-0s were for a long time the mainstay of the express and semi-fast passenger services, but "Royal Scots" took over many workings in the last few years of steam. By the time the line was included in an amateur traffic survey at the beginning of 1964, class 45 diesels were monopolising passenger trains, apart from the infrequent local services still working between Kettering and Leicester via Melton Mowbray; one of these, the 12.28 from Leicester, was noted in the survey as being hauled by 4-6-0 no. 45333, and the others were formed from

multiple-units. Most goods trains were still steam-hauled, and on the day of the survey the following workings were noted starting or terminating on the line, in addition to numerous through coal and freight trains: 0-6-0 no. 44203 on coal empties from Corby to Tibshelf, 2-8-0 no. 48082 on coal from Toton to Corby, 48306 on tubes from Corby to Washwood Heath, 48644 on a mixed goods from Corby. To Hinksey, 2-10-0 no. 92027 on a mixed freight from Chaddesden to Corby, 92023 on iron-ore from Swanbourne to Corby and then on coal empties from Corby to Kirkby-in-Ashfield, 92133 on coal empties from Corby to Wath, 92163 on iron-ore from Glendon to Middlesbrough and 92239 on iron-ore from Glendon to Scunthorpe.

The Manton line now diverges from the Midland main, line at Kettering North Junction, slightly south of the site of Glendon South Junction. At Corby a branch serves the tube works and the Eurohub distribution centre. A new development in recent years has been the running of steam specials over the line, and at the August Bank Holiday in 2004 I very much enjoyed watching Great Western 4-6-0 no. 4965 "Rood Ashton Hall" steaming down the long descent from Corby tunnel along the southern side of the Welland valley and then slowly crossing the great viaduct at Harringworth with one of these trains.

Tosca's Travels Beer and Bashing Abroad

Part 29

In January 2002 Mercia Charters were running one of their unusual railtours covering some freight only branch lines in Belgium. This formed the basis of the first trip of the year.

Thursday 24th January 2002

As Ryanair were running cheap flights to Charleroi it gave me the opportunity to start by covering the diesel hauled turns between Charleroi sud and Couvin.
43109&43039 Doncaster – Peterborough
DMU 158791 Peterborough – Ely
DMU 170507 Ely – Stanstead Airport
Ryanair EI-CSO Stanstead - Charleroi
SNCB 6254 Charleroi-sud - Berzee
SNCB 6234 Berzee – Beignee
SNCB 6284 Beignee – Berzee
SNCB 6288 Berzee – Charleroi-sud
SNCB EMU 462 Charleroi-sud – Liege Guillemins

Only one winner, unless you count the aircraft. However a new 62 was always welcome so I was grateful for it. Once at Liege I booked into the Metropol Hotel and then had a Chinese in the place next door. No beer tonight!

Friday 25th January 2002

Up early to cover the one remaining worthwhile "P" train, I needn't have bothered!
CFL 3010 Liege Guillemins – Liers

SNCB 2206 Liers – Liege Guillemins
Breakfast in the hotel before checking out and heading north.

SNCB 1343 Liege Guillemins – Leuven
SNCB 2734 Leuven – Bruxelles Central
SNCB 2139 Bruxelles Central – Bruxelles Nord
SNCB 1345 Bruxelles Nord – Gent St Pieters
SNCB 2155 Gent St Pieters – Dendermonde
SNCB 2738 Dendermonde – Gent St Pieters
SNCB 1345 Gent St Pieters – Bruxelles Midi
At that time in Belgium there was an excellent P train, the 15.09 Midi to Arlon that could produce any electric loco in the whole SNCB fleet. I covered it and got lucky. Once on board I met some other English cranks who had the gen that one of my winners was on the 15.25 from Etterbeek. So I did the 15.09 to Schumann for it.

SNCB 2613 Bruxelles Midi – Bruxelles Schumann
SNCB 2239 Bruxelles Schumann – Bruxelles Midi
Back at Midi to cover the 16.15 to Zottegem and would you believe it – another winner.

SNCB 2236 Bruxelles Midi – Bruxelles Central
My intention was to go further on this but as we rolled into Central another winner rolled in on the adjacent platform so I bailed.

SNCB 2153 Bruxelles Central – Bruxelles Midi
That's when my luck ran out. I festered around for an hour and a half but no more winners to be had.
SNCB 2136 Bruxelles Midi - Mons

Checked into the hotel and went for a meal with Neil, Tony Smith and someone else, possibly Pete Bell. We went to L'Excelsior and I had 3 beers – St Freuillen blonde, Caracole cuvee and McChouffe. Then Neil and I went to Les Maison de Brasseurs and I had a Ellezelloise Quintine Blonde.

Saturday 26th January 2002

One reason we had stayed in Mons was that the railtour was starting there, and at a sociable time. So having had breakfast it was off down to the station.

CFL 1602 Mons – Monceau via Menage
SNCB 5135 Monceau – Pieton
SNCB 7313 Pieton – Fontaine L'evêque
SNCB 5135 Fontaine L'evêque – Viernoy
SNCB 7313 Viernoy – Anderlues
SNCB 5135 Anderlues – Viernoy
SNCB 7313 Viernoy – Marcienne Zone
SNCB 7305 Marcienne Zone – Marcinelle
SNCB 5135 Marcinelle – Charleroi-sud
CFL 1602 Charleroi-sud – Aisemont
SNCB 5135 Aisemont – BK 4500
CFL 1602 BK 4500 – Chatalet
SNCB 5135 Chatalet – Charleroi-sud
CFL 1602 Charleroi-sud – Mons via Jurbise

An excellent and sociable tour. Once back at Mons we all went to the Hotel to freshen up and then again went to L'Excelsior. It was a heavy night and I had the following beers:- Grisette Blanche, Abbey des rocs Altitude 6, Blagues Moneuse, Val de sambre Abbey d'aulne, Van

steenberge Queue de charue blonde and Elleze Louise Hercule.

Sunday 27th January 2002

Oh my poor head! Self-inflicted I know but it didn't half hurt. I had booked on the lunchtime Eurostar to get back so I had time to get some fresh air to clear my head. I decided to do some aircraft spotting, so headed off to Brussels airport.

SNCB EMU 372 Mons – Brussel National Luchtavn
Then, after a couple of hours on the car park roof.
SNCB EMU 439 Brussel National Luchtavn – Bruxelles Midi

Eurostar 3005 & 3006 Bruxelles Midi – Waterloo
Tube to Kings Cross then -

Eurostar 3301 & 3302 Kings Cross – Stevenage
Where the bloody thing failed!
91101 Stevenage – Doncaster.

An excellent weekend with a nice tour, some good beers and great company. Pity I ended up being an hour late home. My appetite had been wetted for more trips so I immediately planned my next one and this time the next generation would be along for the ride!

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

Nov 10 66714, 66738, 66746 Coal
66090, 66207, 66772 Intermodal
66703 Gypsum
66197, 66757 Departmental
47815, 60095/60021/60056, 66147, 66770 Light engine movements
66594, 70002/66538 Freightliners
66129 Stone
60040 Steel
66754 Sand
60001, 66005 in ex Jarvis Yard
Nov 12 67012 Standby
66954, 70011/66502 Freightliners
66735, 66738, 66739, 66762, 66770 Coal
66101, 66147, 66186, 66772 Intermodal
66705 Gypsum
60001/67026, 66741 Departmental
66051 Stone
66702 Sand
37884/56098, 66549, 66060/66120 Light engine movements
Nov 17 67003 Standby
66849 West Yard
66418, 66954 Freightliners
66106 Rails
66763 Gypsum
66012, 66117, 66725 Intermodal
66715, 66745, 66747 Coal
60059, 66039, 66089 Steel

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	47812 Empty scrap wagons		66004, 66044, 66086, 66769 Light engine movements
	56113/56087, 66128, 66530 Light engine movements		67026 dragging failed 91108
	66772 Sand		46233/47854 Norwich – York charter
	66765 Departmental		60040, 66131 Steel
Nov 24	67003, 67012 Standby		66704 Sand
	66040, 66147, 66221, 66712 Intermodal	Dec 17	67012 Standby
	66587, 66516 Freightliners		66304 West Yard
	73967 Light Loughborough to Craigentenny		66590, 70019 Freightliners
	66701, 66748, 66764 Coal		66066 Limestone
	66020, 66708 Departmental		66057, 66176, 66183, 66756 Intermodal
	66006 Stone		66735, 66740, 66746 Coal
	66760 Sand		66739 Gypsum
	66766 Collecting wagons from Wabtec		60011/66125, 66433, 66709 Light engine movements
Nov 26	67003, 67012 Standby	Dec 17	60024, 66762 Departmental
	66587 Freightliner		46233/47832 Cambridge – York charter
	66021 Intermodal		66034 Stone
	60001, 66040 Light engine movements		66706 Sand
	66736 Coal		97301 Network Rail
	66085 Steel	Dec 22	66148 Steel
	66760 Sand		67016 Standby
	66085 Stone		66001, 66013, 66043, 66723 Intermodal
	66065 + five brand new biomass wagons		66556, 66591 Freightliners
Dec 3	67012 Standby		60044 Rails
	66589/66504 Freightliner		66114 Steel
	97301 West Yard		66056 Stone
	60054, 66762 Departmental		66604 Cement
	66718 Gypsum		66757 Gypsum
	66082, 66171, 66712 Intermodal		66707 Coal
	66063, 66194 Light engine movements		66717/66744 Departmental
	66759 Sand		60020, 66140, 66714, 66720, 66738 Light engine movements
	66086 Stone		321321 e.m.u. West Yard
	66143 Steel	Jan 5	67016, 67021 Standby
	66704, 66708, 66710, 66746 Coal		66567, 66589 Freightliners
	66418 Ipswich tanks		66002, 66128, 66723 Intermodal
Dec 5	66585 on p.w. train		68001 Light engine then Departmental
	66708 on coal train		60020, 66750 Departmental
	66193/66110/66080/66100 light engine		73968 Light engine to Craigentenny
	60071, 66164 in yards		66520 Diverted I/M Coatbridge to Daventry
	60056, 66304, 67012 in sidings		66536/66419 Diverted I/M Daventry to Coatbridge
Dec 8	67012 Standby		66703, 66724, 66744 Coal
	66848 West Yard		66739 Sand
	66197 Biomass		66109 Steel
	66066, 66213, 66718 Intermodal		66105, 66745/66763 Light engine movements
	66554 Coatbridge – Daventry		60021/60076 Marshgate Sidings
	66120 Rails	Jan 7	67006 Standby
	66532, 66594 Freightliners		66140 Stone
	66515, 66732 Departmental		66505, 66558/70014 Freightliners
	66704, 66710 Coal		66596 Diverted Daventry – Coatbridge
	66160 Stone		66105, 66184, 66213, 66723 Intermodal
	66752 Sand		66061, 66750 Departmental
	66056, 66057 Light engine movements		66739 Sand
Dec 10	67012 Standby		66617 Coal
	66848 West Yard		66709 on Roberts Road
	66504, 66570 Freightliners		57306 + one coach from Norwich
	66066, 66099, 66756 Intermodal		60040 Rails
	66080, 66752, 66732 Departmental		
	66747 Gypsum		
	66708, 66710, 66737, 66749 Coal		

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Jan 12	67006 Standby 66846 Wabtec 66138, 66714 Departmental 66077, 66092, 66704 Intermodal 66534, 66955, 70018/66588/66502 Freightliners 68016/68004 Network Rail Train 66548, 66716, 66742 Coal 66088 Light engine 66034 Stone 66748 Sand 60063 Rails <u>Diverted intermodals</u> 66111 Grangemouth – Daventry 66525 Daventry – Coatbridge 66519 Coatbridge – Daventry		66117, 66085, 66743 Intermodal 73967/73968/92033 Light to Polmadie 47815/47848, 56113, 66089, 66603 Light engine movements 66728/66733, 66717, 66735, 66760 Coal 66076 Stone 66752 Sand 66194 Steel 66703 Departmental 56302 Marshgate Sidings
Jan 14	67021 Standby 66011, 66088, 66704 Intermodal 66416/66591, 66572 Freightliners 66194 Rails 66061/66194, 66739, 66748 Departmental 66719, 66735, 66742 Coal 66138, 66140, 66177 Light engine movements 68004/68016 Network Rail train 66727 Sand 66076 Stone	Feb 4	67008 Standby 37218, 37610 West Yard 56113, 56302 Marshgate Sidings 66703, 90036/90018 Departmental 66124/66169, 66176, 66743 Intermodal
Jan 19	67024 Standby 56302 Marshgate Sidings 47739 Light engine to Marshgate 66059, 66152, 66725 Intermodal 66954, 66593/66414 Freightliners 66722, 90018/90036 Departmental 66759 Sand 66067 Stone 66744, 66746, 66731/66768/66737 Coal 66614 Cripple wagons Thoresby to York	Feb 4	66589, 66954 Freightliners 66089 Light engine 66106, 66194 Steel 66752 Sand 66714, 66725, 66735, 66741, 66742, 66747 Coal
Jan 21	67024 Standby 67013, 66181 Light engine movements 66504, 66593 Freightliners 66704, 66748, 90018/90036 Departmental 66731, 66746, 66757 Coal 66059, 66030, 66725 Intermodal 66174 Stone 66759 Sand 66016, 60063 Steel	Feb 9	67003 Standby 56113, 56302 Marshgate Sidings 66532/66534, 66566 Freightliners 66764, 90037/90024 Departmental 66232 Stone 66023, 66090, 66753 Intermodal 66710 Sand 66603, 66712, 66735, 66750 Coal
Jan 28	67024 Standby 37057/37116 Network Rail test train 56113, 56302 Marshgate Sidings 66301 C.H.S. 66046 Rails 66516, 66572 Freightliners 66030, 66105, 66122, 66707 Intermodal 66749, 66764 Departmental 90036/90018, 66757, 66109/66033 Light engine movements 66733, 66740, 66741, 66742, 66746, 66747 Coal 66724 Sand 66188 Steel	Feb 11	67023 Standby 66601, 66720 Coal 66753 Intermodal 66566 Freightliner 66023, 66169 Light engines for intermodals
Feb 2	67008 Standby 37218/37610 West Yard 66571 Freightliner	Feb 16	67013 Standby 66124, 66765 Intermodal 70002/66503/66538 Freightliner 73966/47848/47815 Barrow Hill to Polmadie 66777, 66778 New ones identifiable at Roberts Road 66047, 66117 Steel 66755 Light engine 66735, 66764 Roberts Road
		Feb 18	67013 Standby 56302 Marshgate Sidings 66037, 66124, 66765 Intermodal 66741, 90037/90024 Light engine movements 66503/66541, 70003/66416 Freightliners 66730 Departmental 66728, 66773, 66777, 66778 Roberts Road 66605 Coal
			Recent sightings on the Gainsborough – Barnetby line have been: (On coal trains unless stated otherwise)
			Oct 13 66751
			Oct 15 66754
			Oct 22 66710
			Oct 28 66716
			Nov 3 66739
			Nov 14 66747
			Dec 1 66526, 66704

Dec 17 66766
 Jan 14 66757
 Jan 19 66757
 Other recent sightings have been:
 Nov 6 66701, 66723, 66743 and 66034 at Peterborough
 Nov 11 66715, 66718, 66753, 66768, 66044, 66152 and 66199 at Peterborough
 Nov 18 66230 on Tilcon at Hull
 Dec 19 66001, 66719, 66722, 66726, 66751, 66760 and 66598 at Peterborough
 Dec 22 66702, 66703, 66740, 66751 and 66729 at Peterborough
 Locos noted at Leeds Midland Road on 1 January were 47830, 66524, 66526, 66530, 66534, 66544, 66545, 66548, 66549, 66557, 66560, 66592, 66601, 66602, 66615, 66616, 66621, 66622, 66623, 66953, 66956, 70008, 70013 and 70015.
 Jan 3 66702, 66710, 66731, 66734, 66737 and 66750
 Jan 11 66124 on Biomass and 66061 on scrap at Hull
 Jan 21 66742 on Biomass near Darlington
 Jan 23 66112, 66122, 66130, 66181 and 66170 on Belmont Low Line
 66008, 66506, 66731, 66723, 66727, 66725, 66761, 66767, 47848 and 47843 at Doncaster West Yard
 60004 at Barnetby
 Feb 4 66024 on Biomass at Hull
 Feb 5 66112 on Biomass at Hull
 Feb 6 67008 and 67013 on East Coast diversions 56113 and 56087 at Doncaster
 Feb 15 Convoy through Mexborough to Doncaster Roberts Road Depot - 66708 towing brand new 66777/776/779/778/774/773/775
 Feb 16 Another unusual convoy through Mexborough heading towards Doncaster - 73966 towing dead 47848/815

Southern Region

Recent sightings have been:
 Nov 7 66556, 66571, 70009 and 70016 at Southampton 70018, 08691, 08785, 66418 and 66517 at Northam depot
 73133 and 73235 at Bournemouth depot
 Dec 3 73138 and 73201 at Wimbledon

Midland Region

Recent sightings have been:
 Nov 18 68010 and 68011 on Chiltern services
 Nov 19 68014, 68012, 68011 and 68010 on Chiltern services
 Dec 3 66017, 66019 and 68015 at Marylebone
 Jan 2 68009 at Stourbridge
 70808, 70808 and 70805 at Oxford
 Jan 3 66404 on Freightliner at Birmingham Int
 66532, 66531 and 66591 at Washwood Heath
 Jan 7 56302, 56303 and 56113 at Derby
 66006, 66046 and 66207 at Burton on Trent
 68008 - 68013 on Chiltern services

Jan 22 70010 and 66543 on Freightliners and 68014 at Solihull
 Jan 30 70018, 70020 and 66955 at Burton on Trent 90042, 86610, 66727 at Crewe Basford Hall
 Nottingham trams seen working on February 6 were 201-202, 204-209, 211-224, 226, 228-230, 232, 234 and 236-237.

Scottish Region

Locos noted at Edinburgh Waverley on January 21 were 90048 and 68005 and 68003 on Fife Circle services.
 Edinburgh trams working on the same day were 263, 265, 270, 273 and 276.

Railtours and Charter Trains

Locos seen on railtours and charters have been:
 Nov 11 ("RBF Tracker") DMUs 159103 and 159003
 Nov 13 (NRM tour) D2860 and 09017
 Nov 14 ("The Galloping Goolie") 66037 and 66206
 Nov 15 ("Tyne & Tees Tracker") DMU 185151
 Dec 19 ("Beverley at Christmas") 66097 and 66067
 Dec 30 ("The Waverley") 90029, 66003, 66011 and 67023
 Jan 2 ("The Mini Tug") 60020 and 66001
 Jan 23 ("Ermintrude, Dougal and Florence Tracker") 47786, 37707
 Jan 30 ("The Mersey Weaver") 60039 and 60054

Trip to Chesterfield

The following locos were seen on a trip to Chesterfield on 19 November:
 37219, 37884, 66160, 66619 Light engine movements
 60040, 66009 Steel
 66618 Coal
 66083, 66018, 66621 Stone
 66604, 66614, 66607 Cement
 66510, 66547/66554, 66765 Departmental
 66543 Freightliner

Egyptian Diary

Following on from my last report I have been to Luxor station to observe the trains, but things are not as they used to be. The new Egyptian president Sisi is trying to get Egypt in some sort of order again after the events of the 2011 revolution. So when I reported to the Police at the station to see if it was OK to photo etc., the Officer remembered me but said "Not today, come back in a week or 2". I can understand that as the station is in the process of having new platforms and was in a bit of a mess not to mention all the passengers trying to negotiate the building work. CCTV cameras are now in position with monitor screens in the Police office. It's getting like Britain here! This is expected as I mentioned the new President is trying to get Luxor back on the tourist map. Both he and the Chinese president were in Luxor last month; we are now seeing many Chinese tourists.

Come on folks give it a try. I know you won't be disappointed! Luxor is as save as anywhere these days. Can't promise a trip around the Loco shed/MPD at the moment, but there are lots of other things to interest you. Anyway after that sales spiel back to the Railway, Class 66, 2149 was backing onto the Cairo train on the 28th January, not seen one in Luxor for a while, and on my visit a Henschel arrived at the head of the 1st class train from Cairo, it terminated and the loco went on shed! Now a bit of a gem, if you are into Industrial narrow gauge, there is a 0-4-0 Diesel mechanical loco at Karnak temple. It was built by the Ruth Co of the USA in 1934. Apparently it worked at Karnak temple for a while and is now plinched inside the entrance to the temple. Just one more item for the aviation enthusiasts, we went on a day trip to Cairo on the 2nd February, flew out in Egyptair 737, SU-GDZ, and returned in Egyptair A320, SU-GCC, great day doing the tourist trail with my cousin. Also while we had the Presidential visit, there was an Apache of the Egyptian air force over flying Luxor for most of his time here. Probably should have gone by train, but it is 12 hours one way! Take care, best wishes.

Pennine Quiz No. 163

Pennine Shield Quiz Questions over the years Part 2

Here's another dip into the Pennine Shield archive for you from Robin.

1. Name 87002
2. Alan Pegler died on March 18th 2012 in which year did he buy Flying Scotsman.
3. Name 50011
4. Name the 09.25 Bradford FS to Paignton in the 1956 timetable.
5. Broad Gauge Trains last ran in which year?
6. Give the shed code for Hull Dairycoates in 1960.
7. Edinburgh Princess Street station closed in which year?
8. Exeter Central was known as before 1933?
9. Give the shed code for Darnall in 1952.
10. Complete the Station name: Elton & _____.
11. The last Midland Pullman from Manchester Central to St Pancras ran on 15th April 1966 for how many years had it operated.
12. Name the tunnel between Elsecar and Wombwell.
13. Name A2 60509.
14. Rotherham Masboro closed on which date?
15. Name the London Underground Line that runs from Upminster to Richmond?
16. A route used by some Midland Expresses including the up Thames – Clyde Express north of Sheffield prior to the mid 1960's left the Midland Main Line at Cudworth and rejoined the MML at Wincobank station junction, name it?
17. D1733 faced the press at Marylebone station on 28th May 1964, why?
18. October 8th 2012 was the 60th anniversary of what?
19. Give the numbered shed code for Oxford in 1975?
20. Name A3 60082?
21. The first Company to operate Pullman Cars in Britain was The Midland Railway, name the second company?

Pennine Quiz No. 162

The Answers

1. 171
2. 1923-50
3. 7037 Swindon
4. G.J. Churchward
5. Viscount Portal
6. 111 Viscount Churchill
7. 16
8. Paddington, 1965
9. 7013 Bristol Castle
10. 5017 The Gloucestershire Regiment 28th 61st
11. No. 5000 Launceston Castle
12. March 1950
13. Australia
14. Four
15. 1927
17. 30
18. Baltimore & Ohio Railroad
19. Four
20. Collett
21. 1962
22. 6014 King Henry VII
23. 6023 and 6024
24. Bulmers of Hereford
25. Double Red
26. True
27. 6028 King George VI and 6029 King Edward VIII
28. 6018 King Henry VI
29. 8P
30. Buckinghamshire Railway Centre

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 prompt on 1st and 3rd Wednesday of each month.

Wednesday 16th March 2016

Ken Horan
'1958 Onwards'

Wednesday 6th April 2016

Derek Porter
'Memories of The Plant'

Wednesday 20th April 2016

Steve Philpot

Wednesday 4th May 2015

**The Andy Dalby Memorial Slide Competition
(At The Railway)**

Wednesday 18th May 2016

Ken Grainger
'Marylebone Out and Back'

Wednesday 1st June 2016

Steve Armitage
'Northern Rails'

Wednesday 15th June 2016

Chris Theaker

Wednesday 29th June 2016

Visit to Barrow Hill?

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, Robin Skinner, Paul Slater and Tosca.

Next Issue

The Summer 2016 issue of Trans Pennine is due for publication on Wednesday 15th June would contributors please let the coordinator have their information by no later than Wednesday 18th May. If you can, please email your contributions to david@whitlam145.freemove.co.uk. If you are posting your contributions, it would help if you could post it in instalments and not leave it all to the last day – THANK YOU.

TRAM-TASTIC

Simon Stabler gets to grips with the controls.

Normally a walk in the country allows me to forget all my troubles, put the world to rights and plan what to do next. But during the one mile walk between Whatstandwell railway station and the Crich Tramway Village, Derbyshire, all I could think was, 'Blimey, it's a bit steep.' Usually such exertions can be cured with a pint but as it was only 9.30am and I was about to take part on a tram driving course, a visit to the appropriately named Cliff Inn would have to wait for another time.

The museum is built on the site of a former limestone quarry and only 60 years ago would have been home to the remains of George Stephenson's mineral railway that linked it to the limekilns at Ambergate, two and a half miles away. Shortly after the quarry was abandoned, the recently formed Tramway Museum Society - in desperate need of secure storage for its small collection of tramcars - began leasing part of the site. Clean-up work began in summer 1959 and as trams from recently closed Corporation networks began to arrive, depots were erected and reclaimed track was laid across the site.

The work piqued local curiosity with visitors descending on the site at weekends. Among the spectators was a young Roger Michael. Following his retirement a few years ago, Roger got heavily involved with the Museum and now spends his days a driver/guard. He was to be our guard and co-instructor today, providing me and my fellow learner with a welcome cup of tea (and biscuits) at the start of our classroom session.

Given a general overview of the trams, we were told that we would be in control of a vehicle weighing more than 12 tons, powered by an overhead supply of 600V DC. We should always keep our eyes forward, with one hand on the controller and the other on the airbrake at all times. To speed the tram up, the controller is gently switched between notches on its console, the higher the notch, the lower the resistance between the power supply and the motors. If the handle is left on a lower notch for too long, the resistors can heat up, and - according to Roger - it wasn't unknown for drivers in the past to use the heat to cook their breakfast.

With the lesson out of the way, we met our driver, Paul Hobson, and after another cuppa made our way to the depot to pick up our tramcar, Blackpool Corporation Transport 630. Built by Brush of Loughborough in 1937, it's a relatively new addition to the fleet at Crich, having been in service at Blackpool until October 2011 and still featuring posters for that year's pantomime.

Paul took us for a spin along the mile plus route which has been radically redeveloped over the years. The quarry buildings which were retained have had new life breathed into them; George Stephenson's workshop has - with lottery funding - been converted into a learning centre and the interactive Stephenson Discovery Centre; the blacksmith's forge is now the bookshop, while a former weighbridge is home to the Eagle Press, a printing

museum that gives regular demonstrations of its historic letterpresses.

On top of this, historic buildings - earmarked for demolition in their original locations - were saved by taking them apart and rebuilding them here. The facade of the former Derby Assembly Rooms houses an exhibition of modern tramway systems and, like the blue Police Telephone Box, enjoys Grade II listing, while construction of the A500 through Stoke brought about the relocation of the ornately tiled public house the Red Lion Hotel.

After getting to grips with the controller, which has to be smoothly turned anti-clockwise through the notches, it was time for lunch. Roger switched the points, using a large metal key, to allow Paul to park the tram outside the depot. As the Red Lion is only open during school holidays and special events, we took our lunch at Rita's Tearoom, a business that is almost as old as the Museum itself and one which has been in its present building for more than 40 years.

It's a busy place but a table had been reserved for us and a full homemade meal was included in the price of the experience day. There was a varied choice, which included fish & chips and lasagne, but I went for the spicy sausage casserole, followed by strawberry cheesecake. Once refuelled, we went to collect the tram for an afternoon's driving.

Usually, the two learners take it in turns to drive. But as I needed to leave early, the session was split in two with me driving to an hour or so and the other learner carrying on until the end of the day. With the two driver's cabs a little on the small side, it was inevitable that I'd stand on the horn pedal every time I needed to go in and out of them. Under instruction from Paul, I gently moved the control to the first notch, moving off until he told me to either move up a notch or return it to the off position. Without braking, it was possible to glide along the rails for some considerable time but it was when the control was moved past the initial four notches that we really flew.

There are several blind spots along the route so I was given a chance to purposely sound the horn and use the airbrake as instructed. Unlike my attempt at stopping a train, I was able to stop on the appropriate ground markings.

While much of the route is double tracked, a section towards the Glory Mine terminus runs along a single line. To ensure two trams don't meet, head on, at the same section of track, a token permitting access is collected from a line side hook. At the end of the line, where you can get a good view of the Derwent Valley, the driver has to change cabs - switching the electrics over as he does so - for the journey back to the Town End terminus. With my day over, I made my way back Whatstandwell railway station, it was a lot easier going downhill.

• For further information on Crich Tramway Village and to book an Ultimate Driving Experience, visit www.tramway.co.uk

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