

TRANS PENNINE

The Magazine of the Pennine Railway Society



No 176
Summer 2016

Photos

Front Cover

The photo taken by Glyn Gossan, was the winner of the Andy Dalby Memorial Slide Competition held on 4th May 2016. It shows 832 at Doniford on West Somerset Railway working the 11.57 Minehead to Bishops Lydyard service on 7 June 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

Society Social Evenings

Please note that all meetings are held at The Salutation on the first and third Wednesday of each month. However, due to the unavailability of our room, changes have had to be made to the following meeting:

- (Wed 6 July) - **This meeting will now be held at The Railway on Tuesday 5 July.** Presentation by John Law
- (Wed 7 September) - **This meeting will now be held at The Railway on Tuesday 6 September.** Andy Barclay
- (Wed 2 November) - **This meeting will now be held at The Railway on Tuesday 1 November.** Glyn Gossan

In addition, Andy Barclay will now be the presenter at The Salutation on Wednesday 3 August, showing slides from the Peter Fox collection. Derek Porter has been booked for Wednesday 17 August.

All meetings continue to start at 8pm prompt.

We apologise for the above changes and hope that you will be able to come along as usual on the three Tuesdays.

Sheffield Power Box

Sheffield signal box closed permanently on 1 May, with control of signalling moving to the York Rail Operating Centre.

New Chiltern Railways Service

Trains will connect Oxford and Marylebone in December. Chiltern Railways already runs trains from Marylebone to Oxford Parkway, at Water Eaton, via a new chord at Bicester which connects the line from London with the Bicester to Oxford route. The new service will compete with GWR services to Paddington.

South Western Franchise

There are just two contenders for the next South Western franchise, the present operator Stagecoach Group and FirstGroup. This franchise and Govia's Southern are the only two which made net payments to the DfT last year.

Northern Franchise Rolling Stock

Arriva has ordered new rolling stock from Spanish train builder CAF for the next Northern franchise which it has taken over from the partnership of Serco and Abellio. The new trains will be based on CAF's existing Civity series and the 160km/h fleet will consist of a mixture of electric and diesel units. There will be 31x3-car and 12x4-car EMUs plus 25x2-car and 30x3-car DMUs. The first will enter service in 2018 and will immediately start to replace the Pacers.

Edinburgh Gateway

Edinburgh Gateway, a new station west of Edinburgh is due to open in December 2016. The station will make it easier for rail passengers from the north to reach Edinburgh Airport, it being a tram and train interchange. The two ten car platforms will provide connectivity for Fife Line services.

Did You Know?

- A3 60106 "Flying Fox" became the oldest express passenger locomotive in BR service.
- Hi-viz jackets were first used in the UK in 1964 by the BR Scottish Region. In a trial, they were issued to 15 track workers in Glasgow on the electrified Pollockshields to Eglington Street line. Drivers agreed that workers could be seen more easily and in 1965 such clothing was issued to all engineering and staff working on the newly electrified WCML. Wearers became known as "fireflies".
- On the GWR when a steam hauled train required assistance to tackle steep banks by double-heading, the engine would be uncoupled and pulled forward to allow the assisting engine to couple up to the train. The original engine would then reverse onto the other engine so the senior driver was always at the front.
- King Class steam locomotives could only work from London to Plymouth as they were too heavy to cross the Saltash Bridge.
- In the early 1980s, BR started proceedings to close Marylebone, Wembley Stadium, Sudbury Hill and Northolt Park stations and transfer passenger services to Paddington. National Bus Company then disclosed plans to make Marylebone a coach terminal to replace Victoria coach station and to convert the railway as far as the A40 at Northolt into an express coachway, claiming that coaches could safely pass each other in tunnels 6.5 metres wide!

Weymouth Harbour Tramway

The Weymouth Harbour branch is set to be ripped up as the local council has approved Network Rail's proposed permanent closure of the branch. It was opened in 1865 by the GWR to run from a junction beyond the main station through the streets to the harbour and quay. Passenger trains began in 1889 connecting with the Channel Island ferries.

Regular goods traffic ceased in 1972, fuel oil to the pier in 1983 and regular passenger services in 1987. The last movement was a special in 1999. Pannier tank No 1369, one of three which worked over the branch until dieselisation in 1962, is preserved on the South Devon Railway.

Many remember with fondness the "Channel Islands Boat Train Express" from Waterloo to Weymouth Quay, with a full dining service.

Surplus Class 08s Sold

Redundant Class 08s have been bought by:

- HNRC (Harry Needle) - 08500/578/630/636/653/676/701/711/714/802/824/865/877/994, 09006/201
- Traditional Traction - 08580/593/709/738/886/939
- Arlington Services at Eastleigh - 08567
- Locomotive Services at Crewe - 08737
- Private (to go to KWVR) - 08993
- Private to Traditional Traction at Wishaw - 08995

Thousands Line ECML

On 25 February, thousands lined the ECML to see Pennine member Joe Wray driving DB liveried 67013. As a bonus, they were treated to a sighting of Steam Locomotive 60103 "Flying Scotsman" working a Kings Cross - York special.

Airport Workers' Extras

Manchester Metrolink trams are now running to the airport from 03.00 each day, mainly for airport workers, many of whom start their shifts at 04.00.

Freight Operator Re-brand

Freight operator DB Schenker Rail UK has become DB Cargo UK as part of a full re-branding across Europe, which will all eventually become known as DB Cargo during 2016.

HS2 Update

The House of Commons has voted in favour of the first phase of HS2 which will run between London, Birmingham and Lichfield. An early extension to Crewe is set to follow ahead of the second phase to Manchester and to Toton, Sheffield and Leeds. Construction is due to start in 2017 with a target opening date of 2026 and the second phase in 2033.

Problems are, however, mounting up. The Cabinet Secretary has been asked to review HS2 amid fears it cannot be completed within its £55 billion budget. Links to the Channel Tunnel rail link and to Heathrow have already been scrapped. And, now, a small band of wild hedgehogs in the car park at London Zoo could halt plans to turn the car park into a HGV holding area during construction of the new line from London to Birmingham. Ecologists have dismissed the idea of hedgehog re-location.

Stand Where You Want

London Underground is trialling a scheme inviting commuters to stand on both sides on the two long Central line escalators at Holborn. It is estimated capacity will increase by 30% if everyone is stationary and allows the escalator to do the work.

London Overground

The next London Overground concession has been won by German company Arriva, whose owner DB has been a partner in the present operator LOROL alongside Hong Kong based MTR. The contract will start in November and run for seven and a half years with an option to extend by up to a further two years. Improvements include electrification of the Gospel Oak to Barking line with an extension to Barking Riverside and the introduction of services on Boxing Day on London Overground.

Ordsall Chord

The Ordsall Chord in Manchester which will provide a new connection between Victoria and Piccadilly can now be constructed after a legal challenge, claiming better routes were possible without damaging historic property, was dismissed.

Waterloo Investment

All the former international platforms at Waterloo will be brought back into use, while platforms 1-4 will be extended to take 10-car trains.

Gatwick Express

A new fleet of trains is coming into use on the Gatwick Express. Class 387s, some of which have been trialled on Thameslink will form 27 four-car Class 387/2s and be given a distinctive red livery.

Bedford to Cambridge Line

It is likely that trains on a new Bedford to Cambridge line will run via Sandy.

Bournemouth Funicular Damaged

A huge landslide has put the Edwardian funicular out of action.

Eurotunnel Rail Freight Fall

Eurotunnel has lost almost half of its rail freight business after customers found other routes at the height of the migrant crisis at Calais. In the first quarter of 2016 it carried 44% less traffic than the previous year. It is working to re-launch traffic now that the tracks are again secure.

However, Le Shuttle business, which transports trucks and cars, enjoyed its best quarter for 15 years. More than 500,000 cars were taken through the Channel between January 1 and March 31 and a record 400,000 trucks. Eurostar traffic slightly decreased to 2.2m passengers, having suffered from the terrorist attacks in Brussels in March.

Luxury Contract

GB Railfreight has signed a five-year agreement to provide diesel haulage for a luxury sleeper train in Scotland, the Belmond Royal Scotsman. It will provide crew and a specially-liveried Class 66 for around 50 tours each year.

Industrial Problems for Govia Thameslink Railway

There are industrial tensions with drivers unwilling to work 12-car trains on the Gatwick Express, with only a driver in control. In addition, on Southern, GTR wants to change the duties of conductors by transferring door control to the driver, giving conductors a new role of on-board supervisor, focusing on customer service. GTR also proposes ticket office closures at more than 80 GTR stations and reduction in ticket office hours at other stations.

Market Harborough Improvements

There is to be a major redevelopment of the station at Market Harborough and changes at track level to iron out a sharp curve and allow a long-standing speed restriction to be eased and longer platforms will be built. The classic main building dating from 1884 and currently housing the ticket office will be included in plans to improve the station.

Overground Electrification

The Gospel Oak - Barking line is currently worked by two-car Class 172s. The route is to be electrified and to enable this to be undertaken weekend services have already ceased, the weekday service between Barking and South Tottenham will end on 3 June and the rest of the line will lose its passenger trains after 23 September. The weekday service is planned to re-start in February 2017 with weekend services returning in June. Electrification will bring 4-car trains to relieve peak period overcrowding.

Light Rail Link for Luton Airport

There are plans for a new 1500m driverless light rail link between Luton Airport Parkway station and London Luton Airport. It is not feasible for traditional trains to reach the airport as the Midland Main Line is significantly lower than the airport site. Our Treasurer has regularly travelled on the similar Orlyval linking Paris Orly Airport to the RER system and confirms its efficiency!

C2C Additional Units

Six extra 4-car Class 387s are to enter service with C2C to provide additional peak-hour seats. They will be leased until 17 new 4-car sets can be delivered in 2019. They are likely to run on the routes out of Fenchurch Street.

Glasgow Subway Closure

The Glasgow Subway will close from 2 July to the end of the month to enable major engineering work to be carried out. A special bus service will link Subway stations.

Andy Dalby Memorial Slide Competition

The Andy Dalby Memorial Slide Competition was held at The Railway on 4th May 2016 with a total of 65 slides entered. The result was as follows:

1st Glyn Gossan 832 at Doniford on West Somerset Railway working the 11.57 Minehead to Bishops Lydyard service on 7 June 2015

2nd Glyn Gossan 60163 at Blue anchor on West Somerset Railway working the 14.45 Bishops Lydyard to Minehead service on 2 October 2015

3rd Glyn Gossan 80072 at Bicknoller on West Somerset Railway working the 15.00 Minehead to Bishops Lydyard service on 26 March 2012

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

Light Rail News

BLACKPOOL

There are plans for a new tram terminal at Blackpool North with the tramway extended along Talbot Road, forming part of an interchange between trams and trains, work is due to start in 2018.

With the new enhanced heritage service provision now in operation Balloon car 723 was returned to traffic over the May Day Bank Holiday weekend after being treated to a repaint into the 1980's livery of cream with green bands. A visit to Rigby Road depot saw good progress being made on the refurbishment of the illuminated trawler 737 in the workshops. After fitting of a new display of l.e.d. lights to be carried out by the illuminations department the tram should be ready to be re-launched for this autumn's illuminations.

MANCHESTER METROLINK

The latest M5000 tram to be delivered is 3115 which arrived on 7th May. This only leaves 5 more to complete the order.

MIDLAND METRO

The new Birmingham city centre extension from Snow Hill to Grand Central (New Street station) was due to open on Sunday 22nd May. Trams are booked to run from Wolverhampton St. Georges to Grand Central in 40 minutes with a tram every 6 to 8 minutes Monday - Friday at peak times. The present terminus takes trams within sight of the Ian Allan shop for members with cash to spare!

The David Bladen Digital Image Competition 2016

This year the digital image competition will be held on Wednesday 21st September.

A change to the format of this year's competition was agreed at the AGM in January. The audience will again judge the images on the night but there will be two elements to the competition. There will be first and second prizes for the best steam image and also first and second prizes for the best non-steam image.

Each person can enter up to 5 images and if you cannot attend on the night you can still enter the competition.

You must have taken the images yourself and the content must be of a railway nature (including light rail). You can enter any mix of steam and non-steam images.

ALL images MUST be passed to Linda Bladen by Monday 19th September. We cannot accept any after that as there will not be time to rename them and merge them into a show. There are a number of ways to pass the images to Linda:

- By email to pennine.digital@outlook.com
- On a memory stick**
- On a DVD**
- On your camera's memory card**

**Linda will bring her laptop to the meetings on 17th August and 6th September. If you bring your memory stick / DVD / memory card on one of those nights your images can be copied directly then.

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

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

Please don't worry about the size of the image. If it requires to be resized to show properly, Linda will do that. If anyone has any questions, please either see Linda at a meeting or email your question to

pennine.digital@outlook.com.

Nunney Castle

Paul Slater

The engine working the special train to Stratford-on-Avon was named "Nunney Castle". We saw it arrive, gleaming green and gold in the November sunshine, brass and Copper glistening, and then we watched it steam up and down in the sidings before it moved off out of the town and we went back to my car to eat the picnic lunch Chris had prepared. Later, "Nunney Castle" returned ready to haul the special back to London. It stood for a while in the station; a water-pipe was connected to its tender and bags of coal were tossed on board. A cold rain fell, and Chris and I stood very close to the engine, enjoying the warm glow from the heated metal and admiring the curved brass

nameplate. The boiler, cylinders and steam pipes were pleasantly warm to our touch, but we did not risk burning ourselves on the smokebox, which gave off a palpable radiation. I told Chris how much I had always liked the Great Western express engines.

Sometime before the train was due to depart, we drove out of the town and found a place which I remembered from a previous excursion in this part of the country: a minor road ran alongside the railway line, with a footpath crossing the tracks, and I said it would be a good spot in which to wait and see the train pass. The rain had moved away, and the sun was shining very low down on the horizon, lighting the underside of the clouds pink and gold.

We took up position with some other people on the footpath which crossed the line; I stood right at the end of the railing, only a few feet from the track, with Chris next to me. Our excitement increased as we heard a distant whistle: then came the sound of "Nunney Castle" accelerating, and in another minute it was in sight, coming round a curve and on to the straight stretch of track which led up to our vantage-point. The engine's steam and smoke showed up very pale in the twilight as it began to work harder; the line was on a rising gradient past the footpath crossing. The noise of the engine redoubled in volume as "Nunney Castle" attacked the climb and increased speed; everyone began to take photographs, and then the big Great Western locomotive was rushing up to us, its chimney roaring and throwing up clouds of vapour, its headlamps flickering and its fire blazing orange.

Towering above us, awesome and majestic, it hurried past, and then the carriages of the train were clattering by and the sunset colours glowed on the engine's steam drifting across the fields.

Woodford Halse

Paul Slater

In June 2015 the Great Central Railway held a gala to mark fifty years since the closure of Woodford Halse shed. An intensive service of passenger trains was operated, also a rake of "windcutter" wagons to represent the frequent fast unfitted goods trains which used to run between Annesley and Woodford Halse. A souvenir booklet was on sale, giving much information about Woodford Halse, an article on the history of Woodford Halse shed and yards appeared in the Great Central Railway's magazine "Main Line", and talks were given at Lovatt House in Loughborough on the role of the railway at Woodford Halse.

Situated in the Northamptonshire countryside miles from the nearest town, Woodford Halse was a major junction on the old Great Central main line, and was a village dominated by the railway. There were extensive yards, and an engine-shed which in the 1950s had a large allocation of WD 2-8-0s. Goods trains worked into Woodford Halse from the north, especially from Annesley in Nottinghamshire. There was a line to Banbury, forming

an important connection to the Great Western, and there was also a link with the SMJ line to Stratford-on-Avon. My brother and I once persuaded our father to divert to Woodford Halse when we were in the area on a Saturday afternoon drive, but although a number of engines at the shed could be seen in the distance, we did not manage to find a vantage-point for a closer view, and we never went to Woodford Halse again. The next station to the north, Charwelton, was our favoured place for trainspotting on the Great Central main line, and we also saw trains from the Great Central at Banbury; another occasional train-watching place was Rugby, where the Great Central crossed the West Coast main line, and once or twice we saw trains where the Great Central bridged the road from Daventry to Leamington.

Some of my videos include scenes filmed at Woodford Halse not long before closure, with "Black 5" 4-6-0s on Marylebone - Nottingham semi-fasts, Western Region and BR Standard locomotives working in from Banbury and Stratford-on-Avon, Southern Region locomotives and a 4F 0-6-0 on railtours, and a 2-6-4 tank on the connecting local from Banbury; other scenes show the closed engine-shed, the derelict yards, and a mass of vegetation growing on the former railway site. I am glad that I saw the Great Central when it was still a main line, with A3 Pacifics and B1 4-6-0s on Marylebone - Manchester expresses, Western Region "Hall" 4-6-0s on cross-country trains, 01 2-8-0s - and, later, 9F 2-10-0s - on the "windcutters" from Annesley, and York B16 4-6-0s on fast freights from the North Eastern Region. Once I saw a J11 0-6-0 from Woodford Halse on a local freight at Charwelton, and on another occasion I noted a Woodford Halse WD 2-8-0 on a pick-up goods at Rugby.

At the Woodford 50th anniversary gala I left my car at Quorn and Woodhouse and rode into Loughborough behind "Jinty" 0-6-0T no. 47406, which was running as 47203, the former Leicester Central station pilot; I photographed some locomotives at Loughborough, then rode to Rothley behind Ivatt 2-6-0 no. 43106, a former Woodford Halse engine visiting from the Severn Valley Railway. It was side-tracked into the up loop at Swithland for 47406 to pass with a train for Leicester North, which gave me the opportunity for some photographs at a new location. I spent the rest of the afternoon at Rothley before returning to Quorn and Woodhouse; 2-6-0 no. 48624, running as Woodford Halse locomotive no. 48121, was hauling the train, and on the rear was 4-6-0 no. 45305, running as 44814. 2-10-0 no. 92214, running as 92220 "Evening Star", was on a private charter, and 92212 was also working. On a rainy afternoon the engines were making plenty of steam, and I got some atmospheric pictures, including some for a separate sequence which I started in the 1970s, and which I have titled "Steam in the Leicestershire Countryside", featuring the railway in its surroundings; I also got some photos of railway buildings and a Great Central notice at Rothley.

The rain eased off at Rothley, but came down again as I drove home. I would enjoy having another look at my videos featuring Woodford Halse, and it had been good to

have my memories of the Great Central in Northamptonshire stirred once again.

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

- | | |
|--------|--|
| Feb 23 | 67008 Standby
08571 West Yard
56302 Marshgate Sidings
66426 C.H.S.
66305, 66732 Departmental
66523 Coal
66094, 66124, 66230, 66760 Intermodal
66502/66538, 66594/66420 Freightliners
66172 New Biomass wagons
66728, 66773, 66778, 66779 (covered up)
Roberts Road |
| Feb 25 | 67024 Standby
67013, 66528, 66956/66598, 66152 Light engine movements
66124, 66230, 66730 Intermodal
66523 Coal
66305, 66434, 66716, 66732 Departmental
66136 Stone
66151, 66155 Steel
66722 Sand
66566, 66589 Freightliners
60103 Kings Cross – York
66009, 66728, 66759, 66773, 66775, 66777
Roberts Road |
| Mar 3 | 67024 Standby
66543, 66594 Freightliners
66066, 66194, 66230, 66752 Intermodal
66221, 66717, 66754 Departmental
66562, 73969 Light engine movements
66739, 66774, 66776, 66778 Roberts Road
66708 Sand
66108 Steel |
| Mar 10 | 67021 Standby
66516, 66954/66595 Freightliners
66002, 66079, 66109, 66738 Intermodal
66009, 66060 Light engine movements
66099, 66704, 66748 Departmental
66147, 66753 Stone
66730 Sand
66714, 66775, 66777, 66778 Roberts Road |
| Mar 15 | Only there from 13.30 until 15.30
67024 Standby
66543/66501 Freightliner
66004/66182 Light engine movement
66175, 66238 Stone
66097 Steel
66739 Sand |
| Mar 17 | 67024 Standby
66556, 66593/66568 Freightliners
66139, 66148, 66704 Intermodal
66769 Sand |

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Mar 17 66097 Steel
66509, 66727 Departmental
66014, 66103, 66221 Light engine movements

Mar 31 67018 Standby
66415, 66502/66543 Freightliners
66095, 66149, 66770 Intermodal
666047, 66735/66764 Departmental
66726 Gypsum
66720 Large box wagons
60059, 66030, 66127, 66766 Light engine movements

Apr 21 67003 Standby
66543 West Yard
665004, 70010 Freightliners
66005, 66030, 66707 Intermodal
66743 Coal
66192, 66302, 66727, 66759 Departmental
66069 Empty ash
66013 Stone
66101 Steel
66056/66096, 66553 Light engine movements
66139 Rails

Apr 28 67003 Standby
60007/60059/66135, 66065 Light engine movements
66954/66592, 66955 Freightliners
60039, 66192, 66706 Intermodal
66711, 66712, 66727 Coal
60019, 66765, 66770 Departmental
66030 Ash
66122 Stone
66006 Steel
66751 Sand

May 5 67003 Standby
66415, 66569 Freightliners
66006, 60015, 66051, 66727 Intermodal
66765 Sand
66034 Ash
66177 Rails
66305, 66514, 66711/66750, 66723 Departmental
66702 Gypsum
56087, 56113 Marshgate Sidings
66715 dragging 47848/47812 to N.R.M.

May 12 67024 Standby
66305 West Yard
66571, 66955/66503 Freightliners
66736 Barrier coaches to Polmadie
66065, 66092, 66132, 66751 Intermodal
66735 Dragging 55002/55019 N.R.M.to Barrow Hill
66774 Decoy to Toton
66723, 66773, 66775, 66776, 66778 Roberts Road
67018 dragging Bounds Green set 16 from Heaton
66110, 66750 Departmental
66148 empty crushed limestone
66035 Stone
66718 Sand

May 19 67003 Standby
66501, 66566 Freightliners
66034, 66058, 66137, 66754 Intermodal
66116, 66305, 66753, 66775 Departmental
66711 Gypsum
47580 Charter Kings to York
73969 Light engine
66060 Empty limestone
66035 Stone
66708 Sand
66014 Steel
66774, 66778 Roberts Road
66187 Rails

Recent sightings at Doncaster Roberts Road have been:

Feb 21 66778, 66708, 66728, 66418

Feb 25 66775, 66728, 66732, 66779

Mar 1 66776, 66777, 66716

Mar 14 66778, 66775

Mar 17 66775, 66778, 66739, 66736, 66719

Apr 6 66773, 66776, 66778

Recent sightings on the Gainsborough – Barnetby line have been:

Feb 10 66124 on oil train

Feb 12 66511 on coal train

Feb 24 66076 on oil train

Other recent sightings have been:

Feb 17 66765 at Potters Selby

Feb 20 60059 on steel train and 66155 on iron ore train at Barnetby

Feb 27 66728 and 66730 at Potters Selby

Mar 12 66711 at Potters Selby

Mar 15 66764 on Tilcon at Hull

Mar 19 66096, 09106 at Knottingley

Mar 26 66156, 09106 at Knottingley

Apr 2 66111 on iron ore train at Santon

66160 on iron ore train at Melton Ross

Apr 6 66759 on Tilcon at Hull

Apr 16 66125 on iron ore train at Santon

Apr 19/20/22 66716 on Tilcon at Hull

Locos seen at Leeds Midland Road on 4 March were

70008, 66506, 66515, 66563, 66542, 66502,

66601, 66610, 66620, 66603 and 66507.

Locos noted at Leeds Midland Road on 19 March were

66503, 66591, 66593, 66620, 66563, 66517,

70010 and 70011.

Locos seen on scrap line at Toton on 26 March were

60057, 60070, 60034, 60008, 60009, 60043,

60041, 60012, 60084, 60098, 60033, 60077,

60036, 60052, 60022, 60064, 60080, 60073,

60030, 60500, 60081, 60003, 60097, 60025,

60014, 60083, 60093, 60006, 60031, 60083,

60093, 60078, 60023, 60089, 60005 and 60023.

Locos noted at Peterborough 24 April were 66718, 66735,

66747, 66766, 66707, 66724, 66716, 66756,

66729 and 66721.

Western Region

Locos seen at Westbury on 20 February were 66057, 59101, 60039, 08799, 08947, 66131 and 66018.

Midland Region

Feb 19 68013, 68014 and 68015 on Chiltern services
 Feb 21 70013 and 70010 at Washwood Heath
 68002 and 68004 at Derby
 Feb 25 66593, 70008 and 66198 at Banbury
 68013, 68011, 68010 and 68012 on Chiltern services
 Mar 1 68009, 68010 and 68012 on Chiltern services
 Mar 19 66548, 66956, 66610, 66564 and 66509 at Carlisle
 37214, 37518, 37686, 47230, 47772, 47580, 47786, 47245, 47826 and 57601 at Carnforth
 37425 on Barrow - Lancaster service
 Mar 25 68009 and 68010 on Chiltern services
 Mar 26 60017 on oil train at Nottingham
 Mar 31 66533, 66542 and 66135 at Leamington Spa
 68002, 66553 and 66058 at Derby
 Apr 6 66707 and 66703 at Liverpool Edge Hill
Nottingham Tram Sightings:
 Feb 13 224, 234 and 236 at Hucknall
 Mar 26 226 and 234 at Bulwell
 201, 204, 206, 209, 225 and 235 at Wilford Lane
 212, 223 and 227 at Meadows Embankment
 229, 230 and 233 at Nottingham Station

Scottish Region

Sightings on a recent trip to Inverness:-
 Friday 9 April
 67012 – 21.15 Euston / Inverness sleeper
 66103 – Mossend / Lairg tanks
 68018 – Inverness / Mossend intermodal
 158714 – 06.18 Wick / Inverness
 158722 – 10.38 Inverness / Wick
 158704 – 08.02 Wick / Inverness
 158701 – 12.34 Wick / Inverness
 158720 – 14.00 Inverness / Wick
 158714 – 17.12 Inverness / Ardgay
 158724 – 18.28 Inverness / Wick
 158714 – 19.28 Ardgay / Inverness
 A pleasant ride on 158722 to Wick in the sunshine but not even the delights of the most northerly Wetherspoons pub in the country could dull the memory of Class 26s and 37s working the far north line!!
 Sat 10 April
 158725/726 – 10.45 Inverness / Edinburgh
 Strathspey Railway - 46512 12.30 Aviemore / Broomhill and 13.35 return. Class 27 5394 at Boat of Garten on a PW train.
 170408 – 13.36 Edinburgh / Inverness
 170418 – 17.15 Inverness / Aberdeen
 170432 – 17.21 Aberdeen / Inverness
 Other recent sightings have been:
 Feb 25 68005, 68006 on Fife Circle

Mar 16 08472 at Craigentenny
 67016, 90042, 73969 at Edinburgh Waverley
 68007 , 68017 on Fife Circle

Railtours and Charter Trains

Seen on railtours and charters have been:
 Feb 20 ("The Fifty Niner") 59202, 59001, 08652
 Mar 19 (Charter train at Carlisle) 46233
 Mar 26 ("The Generating Finale") 66059, 60059
 Apr 23 ("A Ticket to Ryde") 159022, 159008, 41298, W11, D2554
 Apr 30 ("The Pines Express") 87002, 66747, 73109, 73119

Preserved Railways

Locos working at the Keighley & Worth Valley Railway steam Gala on 27 February were 43924, 85, 3820, 1704, 1054.
 Locos used at the Nene Valley Diesel Gala on 8 April were 47712, 60066, 41001, 50008, 31271, 31452, 56098, 56006, 66768, 47192, D9520, D9529.
 Locos working at the Bluebell Railway Diesel Gala on 15 April were 73119, 73136, 20901, 20905, 66770, 09018, 73964.
 Locos used at the East Lancashire Railway Small Engine Gala on 15 April were 08721, 09024, D9531, D9537, 73001, steam 52322 and No 7 'Beatrice' and industrials 4002, 32 and 132.

Trips to London

The following were seen on a trip to London on 22 March:
 Doncaster West Yard 37604, 67024
 Station 66182
 Decoy 47815, 47843, 66069, 66720, 66748
 Peterborough 66545, 66512, 66550, 66728
 Ferme Park 66148
 Kings Cross 67008
 East Croydon 59102, 66075
 Norwood Junction 73119, 73212
 St.Pancras new Eurostar sets 4007/8, 4009/10, 4019/20

The following were seen on a trip to London on 15 April:
 66155, 66504 Calder Bridge Junction Wakefield
 66095 South Elmsall
 66186, 66144, 66147, 66541, 66725, 47812, 47815, 47843, 66713, 66715, 66707 Doncaster Yards
 66529 Grantham
 37668, 66591, 66722, 66766 Peterborough
 66139 Finsbury Park
 66061 Ferme Park
 67003 Kings Cross
 374009/410 St.Pancras
 387201/202/203/207/210 East Croydon
 86259 Willesden Junction

Trips to Stafford

The following were seen on a trip to Stafford on 7 April:

70009 Crewe – Soton
66024 Trafford Park – Soton
70011 Coatbridge – Daventry
68009 Crewe – Bescot
66301 Daventry – Kingmoor
66099 Theale – Dowlow
90018/90029 Mossend – Daventry
66068 Halewood – Soton
90046 Trafford Park – Felixstowe
70018 Daventry – Mossend
66571 Felixstowe – Crewe
66061 Crewe – Bescot (Light engine)
90045 Felixstowe – Ditton
68002/68016 Derby RTC – Crewe
37610/37069 Bridgewater – Crewe (Nuclear flasks)
70019 Ditton – Felixstowe
68001 Mountsorrel – Crewe
66701 Trafford Park – Felixstowe
66206 Soton – Halewood
66762 Toton – Crewe
66414 Soton – Trafford Park
66129 Besoct – Crewe
66572 Trafford Park – Soton
66534 Felixstowe - Crewe
70003 Light engine
86627/86628 Felixstowe – Trafford Park
90043 Light engine
66512/66588 Soton – Ditton
387217/219 Wembley - Crewe
Seen en route
66542 Soton – Leeds
37884, 60095 Derby
66130 Felixstowe – Burton
66149 Toton – Bescot
60017 Humber – Kingsbury
66050 Rotherham Masborough (Light)
66750, 66751, 66774 Roberts Road

The following were seen on a trip to Stafford on 17 May:

66120, 66160, 66716, 70003, 70005, 90040/90036
Intermodal
66067 Cars
66775, 68001, 68025 Departmental
57310, 66128, 66150/66099, 90045, 90024/92016 Light engine movements
66415, 66418/66594, 66420, 66534, 90016/66570, 70020, 90049, 86604/86613 Freightliners
387222/387223 on test
Seen en route
66541 Moorthorpe
66066 Burton on Trent
66004 Tamworth
37116 Derby
60044 Aldwarke
67003, 66088, 66416 Doncaster
60019, 66774, 66778, 66731 Roberts Road

Trip to Reading

The following were seen on a trip to Reading on 26 April:

Doncaster 67003, 66011, 66533/66418
Roberts Road 66712, 66735, 66737, 66745, 66770, 66773, 66774, 66776, 66778
Derby 37884, 37175/37421
Burton on Trent 66077
Saltley 66144
Lawley Street 66509, 66590
Tyesley 97301
Banbury 70808
Oxford 66162, 66155
Hinksey Yard 66088, 66847, 70809
Fenny Compton 70018
Didcot 66182
Reading 59101, 59104, 59203, 59205, 66102, 66414, 66623

Trip to Burton-on-Trent

The following were seen on a trip to Burton-on-Trent on 24 March:

60017, 60020 Oil tanks
66116/66031, 66147, 66729 Departmental
47739, 66040, 66121, 66129, 66144 Steel
66533 Freightliner
66109, 67005, 68019 Light engine movements
Derby 37421
Derby R.T.C. 31452, 31459, 31106, 31105, 37604, 37175, 73951, 73952, 73138

Egyptian Diary

Well, again still having problems trying to get something to report from Luxor. Since my last report from 17/2, my cousin has been in Luxor so did the usual tourist stuff with him. While at the station on 16 March, 2143 was at the head of the first class train to Cairo, not seen one in Luxor for a while.

The more serious situation in Luxor in stopping me having time to visit the station was trying to obtain a new Visa. Applied in early March with the usual form filling, then first time this year we had to report to the Secret Police for interview. After about a month waiting to hear Yeh or Nay on the 10th April they told us we had a week to leave the country, we arrived at Heathrow on the 17th. Luckily our friend Mohamed that runs Manora Tours was able to get us a low priced flight on Egyptair.

Have only a few locos to report seen while here, on the 25 April we travelled from Fratton to Leicester, 59102 at Woking, 66013, 66200 Midland Main Line. On the 5 May Leicester to Lincoln, passed the 56s laid up at Leicester, 66520 at Mountsorrel, 67028 in Beeston track yard.

Returned on Saturday 7 May, no Locos seen! My mind wondered back 50 years thinking of how busy the railway once was with multitudes of freight movements.

Well that's all folks! Travelling back to Fratton tomorrow 10 May, and then back to Luxor on the 18th on board Easyjet from Gatwick. Best wishes, Steve.

Pennine Quiz No. 164

Caledonian Railway Quiz

Paul Slater

1. What was the Caledonian Railway's main station in Edinburgh?
2. Name locomotive 72009.
3. Where in Glasgow were the works of the Caledonian Railway?
4. In which city was Dalry Road shed?
5. In which city was Polmadie shed?
6. Name locomotive 45154.
7. Where was the junction for the Ballachulish branch?
8. What number is carried by the preserved Caledonian Railway 4-2-2?
9. Which city had stations named East, West and Tay Bridge?
10. Where was the junction for the Loch Tay branch?
11. What was the Caledonian Railway's main station in Glasgow for lines north of the city?
12. Where was the junction for the Blairgowrie branch?
13. Name locomotive 62704.
14. Name locomotive 70050.
15. Name locomotive 45156.
16. What was the BR shed code for the Beattock banking engines?
17. Name locomotive 45157.
18. Where is the headquarters of the preserved Caledonian Railway?
19. Name locomotive 45158.
20. Near which city was Kingmoor shed?
21. Name locomotive 62716.
22. Where did a troop train collide with a local in May 1915, causing heavy loss of life?
23. Name locomotive 62705.
24. In which town was Ladyburn shed?
25. Name locomotive 62714.

Pennine Quiz No. 163

The Answers

1. Royal Sovereign.
2. 1963.
3. Centurion.
4. The Devonian.
5. 1892.
6. 50B.
7. 6th September 1965.
8. Exeter Queen Street.
9. 39B.
10. Elton & Orston.
11. 5 years 9 months 2 weeks. It started on 4th July 1960.

12. Hemingfield.
13. Waverley.
14. 3rd October 1988.
15. District Line.
16. The Chapeltown Loop.
17. First BR Blue loco with XP64 set of coaches.
18. Harrow and Wealdstone accident.
19. 81F.
20. Neil Gow.
21. Great Northern Railway.

The Winner

Congratulations to the winner – Ian Shenton.

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 15th June 2016

Chris Theaker slide show

Tuesday 5th July 2016

John Law

'Byeways in Yorkshire and North Lincolnshire' (At The Railway)

Wednesday 20th July 2016

Pete Sargieson

'Keith the Farmer Part2 1970 to 1975'

Wednesday 3rd August 2016

Andy Barclay

The Slides of Peter Fox Part 4

Wednesday 17th August 2016

Derek Porter

'Memories of The Plant'

Tuesday 6th September 2016

Andy Barclay

'HSTs and all that'

(At The Railway)

Wednesday 21st September 2016

David Bladen Digital Image Competition

Acknowledgements

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

Next Issue

The Autumn 2016 issue of Trans Pennine is due for publication on Wednesday 21st September would contributors please let the coordinator have their information by no later than Wednesday 17th August. 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.

Mad About Mallard

Stuart Pitchforth of Scarborough, North Yorkshire remembers:

In 1960 I attended St John's School in Wakefield, which overlooked the former Great Northern main line to Leeds. Games lessons took place on Baln Lane playing fields at the foot of the railway banking, which meant that lessons would stop to allow us to watch the Leeds and London expresses pass by.

Coming back from a games lesson, we had to go under the railway bridge at a point with the signal box above Wrenthorpe South junction. At about 3.30pm, a Leeds to King's Cross express would pass by. The sound of a chime whistle in the distance heralded its arrival and up would go the shout, "It's a streak", the nickname for a streamlined Class A4 locomotive.

One of my school friends was jumping about and going wild about this Streak. I asked him what all the fuss was about. He informed me, "It's Mallard, it's Mallard, the fastest of them all. I've got that engine on my model railway. It's special". I thought I'll have to have some of this and that's how my fascination with the railways began.

We would often spot the A4s including Mallard, Falcon, Silver Link and Sir Nigel Gresley as they hauled the White Rose express from Leeds to King's Cross. But on a few odd occasions, a locomotive as clean as a new pin, hauling only a few coaches, would go by. I discovered years later that these were on their way from Doncaster Works and in many cases, we would never see them again.

In the late 60s, I was a pupil at Wakefield's Cathedral School. Eric Treacy, Bishop of Wakefield, was a renowned railway photographer and would regularly take assembly with us. After being caught looking at one of his railway books in class, I was summoned to the Headmaster's office.

I feared the worse but instead, the headmaster said, "Come in lad, I've someone you would like to see". Standing there was Eric Treacy with arm outstretched, ready to talk to me about locomotives.

In the 1980s I began volunteering at Steamtown Carnforth, home to Flying Scotsman and Sir Nigel Gresley. I joined the A4 Society and had a couple of rides on the footplate, walking through the corridor tender on Steam Specials.

But it was in 1994 that my dream came true, when I took a driving course on the Class A3 Flying Scotsman, then numbered 60103 and in Brunswick Green livery.

In 1988, to celebrate the 50th anniversary of its World Record, Mallard took part in a handful of rail-tours, which I had a couple of runs on. And around the same time I went up to Scotland on sister engine Union of South Africa.

Twenty years earlier, I took a couple of rail tours to King's Cross to mark the end of main line steam, and began to collect bits and pieces of 'Railwayana'. Over the years I have become a prolific collector of nameplates, train headboards, totems and marker plates. I had already acquired the headboard for The Aberdeen Flyer, which was used on Mallard for the last steam hauled, non-stop King's Cross to Edinburgh trip on 2 May 1962 but I wanted to get my hands on Mallard's 60022 smoke box number plate.

When the loco was withdrawn in 1963, the number plate was surplus to requirements and was sold as scrap for 17s 6d. The next time it came up for sale was by auction in September 1987 when it sold for £1,600. When it came up for auction last July, with a pre-sale estimate of £5-7,000, I decided to try my luck.

The bidding started at £5,200 and it kept leaping in £200 increments. A telephone bidder dropped out and then it appeared I had got it at £15,800 but bidding continued past my £20,000 limit.

The hammer went down at £20,200 plus commission and VAT, a total of £22,624, a world record for a smoke box number plate. Mallard was a world-beater for the second time.

The Bobalex Railway

For many years, Bob Gillman and Alexandra Wilde cherished a dream: to have a steam railway in their own back garden And so they woke up and did it.

Once the general layout had been decided upon, plans drawn up and the radii confirmed as being not too tight for Romulus to manage, Bob set about laying a concrete base for the track to sit on. He believed if the railway was going to run properly, a solid foundation was essential. In the end, it took two years of hard work, over weekends and holidays, mixing the concrete and pouring it in sections. Constant checks were made to make sure everything was level so that, once the track was laid, the train would run smoothly. It was a great moment when the final length of track was in place, and a friend presented Bob with a gold-plated spike, to celebrate the occasion.

Romulus is a 7¼" gauge loco, and a very sturdy little engine, strong enough to haul two sit-astride coaches, carrying up to a dozen or more passengers at a time. There are varying gradients on the route that Romulus has to cope with; these make for an interesting ride, and also keep the driver on his toes.

The station's name, Upchurch Halt, comes from a book written by Bob, called Tales of Upchurch Station, and is a combination of two London Underground stations, Upminster and Hornchurch, where Bob works as a signaller for LU. Fourteen years ago, on a quiet night shift and when all the trains had been safely stabled, he had time to think and write about this imaginary station, and turn his ideas into delightful stories for grandson Al, who was then just three years old. Naturally, when it came to naming a station for the Bobalex Railway, Upchurch was the obvious choice.

Running the Railway isn't perhaps so much fun in the winter time, if the rain is dripping down the back of the driver's neck, but on a summer's afternoon, nothing beats chuffing down the line, with a cool glass of refreshment waiting at Upchurch Halt - or scones and tea - with Romulus gently simmering in the background, while the driver applies some more oil to the bearings.

During the winter, the boiler is drained and Romulus is stabled in a purpose built shelter. When the train is running, this shelter is opened up and turns into the Tunnel of Love section of the track, leading through the jungle area, and out to the far fence; then it's back to the curves leading past the vegetable patch and the lavender bushes. Of course, the Railway will always be a work in progress - no model railway, whatever its size, is ever really finished. There are many ideas for an extension, and maintenance is always on-going.

The next chapter will perhaps be another engine, a main station and a second track. Being a signalman, Bob also has a few ideas about adding signals, especially if the Railway acquires that second engine. When, and whether, all these things happen are still very much part of the dream; but a dream is what started it all off, and keeps the imagination fertile. The Bobalex Railway proves that whatever you dream about achieving, hold on to it. It can come true.

These articles are reproduced from the August and September 2013 issues 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.

A fine run on the G. N. Main Line (or what a difference noise makes)

By K. R. Wood

Having spent a very nice day shopping in Doncaster, we were waiting on the platform for the train home to London, when a class 47 rolled in with a train of side-corridor coaches. "You're not the non-stop to London, are you?" I asked the guard. He informed me he was a relief, stopping at Peterborough and Stevenage. Seeing that a number of compartments at the rear were empty, and it being the Friday a week before Christmas, on we got, not wishing to take a chance on the other train which started back from

Aberdeen. The leading compartment of the end coach was empty, so in we went. The window was covered in condensation, so I opened the top window wide and stuck my head out.

The guard called for his relief to get a move on, and with the shrill of whistles, we were away, only about four minutes in front of the non-stop. It wasn't until we were going under the road bridge south of the station that I realised something was different. Of course, it was the sound, being so used to air-conditioned stock now and silent running. I sat back to enjoy it. Lovely crashing sounds over the points, all the racket and noise echoing back from the yards on either side as we accelerated away, which the Brush 4 certainly did. With a bit of luck, I thought, we're going to have a good ride.

It was not long before we were roaring at all the bridges and screaming at passing trains. Stations seemed to cringe back from us as they heard us hammering the points on our approach. Yes, we were truly in full flight. I am getting glares at the open window now, but I shake my head - not a chance. Woolly hat pulled down, coat pulled tight about her, the wife huddles into the corner seat.

With steam heating and being at the rear of the train, I began to dream of the times when an A4 or an A3 was at the head. I knew there wasn't one this time, but I didn't have to believe myself. My most outstanding run on the G.N. main line was with 'Flying Fox' and 'Flying Scotsman'. On the return, 'Flying Fox' took over at Doncaster, and with a string of Gresley varnish behind her, she was out for glory. The run down Stoke was well planned, and it was going to break all A3 records but like most plans, this one went wrong. Half way down, a red signal. It was obviously a signal failure, as the one beyond was green, but all red lights must be stopped at, and so that was the end of that run.

Back to the present, we burst out of Stoke tunnel going like the wind. We eventually slow for the stop at Peterborough, and I thought "Surely they'll hold us here for the non-stop to pass us?" But no, after a stop of three minutes we're off again. The non-stop is going to have 'his work cut out to catch us now! A one minute stop at Stevenage, and we were off again in line style. Through Potters Bar, the wife smiles and says: "He's going a bit, isn't he?" Brakes rubbing at Wood Green and on at Hornsey. Two hours five minutes from Doncaster with two stops totalling four minutes. When we got in, I would have liked to have spoken to the driver, but being at the rear of the train, he had gone by the time we reached the front end.

Indeed a fine run.

This article, supplied by Tony Booth, first appeared in the Autumn 1978 Edition of "Railway Forum - The Journal of the British Rail Staff Railway Society".