

TRANS PENNINE

The Magazine of the Pennine Railway Society



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Photos

Front Cover

The photo taken by Robert Pritchard, shows 41001 working "The Screaming Valenta" during a photo stop at Rushcliffe Halt on 15 November 2014 (see article by Andy Barclay on Page 5). Other photos relating to the HST article can be found on the Pennine website.

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

Jon Davis

It is with sadness we have to inform you that Jon Davis passed away on 2nd August. Jon was one of the founder members of the Society in November 1974 and immediately joined the Committee. His first official position was that of Publications Officer in March 1975, then taking over as Magazine Editor from Neil Webster in May 1975, adding Membership Secretary to his portfolio in December 1976. In June 1978, Tom Helliwell took over as Membership Secretary, with Jon concentrating on the Magazine. He continued as Magazine Editor until his resignation from the Committee in 1981, with Tony Caddick replacing him.

Jon remained a member of the Society throughout his life (membership number 002). His late father, Jack, was also a good friend of the Society through his South Yorkshire Railway Photographic Circle. We send deepest sympathy to Jon's family and friends.

The Society was represented by several members at the cremation on Friday 26 August which took place at Hutcliffe Wood Crematorium in Sheffield.

Social Evenings - New Venue

The upstairs function room at the Salutation has been converted into a Thai restaurant. We are pleased to announce that we now have a new home, Club 39, 39 College Road, Waterdale, Doncaster DN1 3JH. The Club is close to the Civic Quarter multi-storey car park (the former Southern Bus Station).

Meetings will continue to be held on the first and third Wednesday of every month, starting at 8pm prompt. The Railway public house will continue to be the alternative should Club 39 be unavailable on a particular evening and we will honour bookings already confirmed. The following meetings will therefore be held at The Railway:

Tuesday 6th September

Wednesday 2nd November

We thank management and staff at the Salutation for their hospitality over the years and wish them well in this new venture.

Tram Train "Paused"

Network Rail have announced that it is not able to confirm when the Tram Train link between Sheffield Centre, Meadowhall, Rotherham and Parkgate will be completed. Due to open at the end of 2015, this was put back too early 2017 and now it cannot commit to any date. The first tram train (399201) can be seen at SY Supertram's depot at Nunnery Square.

This comes on the back of the abandonment of a scheme to bring back trolleybuses to the streets of Leeds.

HS2 Update

As a result of savings required on the HS2 project Sheffield will not see the building of a new station. The London - Leeds trains stopping at Sheffield will leave the high-speed line at Clay Cross and travel through Chesterfield on conventional lines, call at the existing Sheffield Midland station before running north and re-joining the high-speed line at Grimethorpe onto Leeds. There are expected to be two trains per hour calling at Sheffield. London to Sheffield journey time will be 1hr 19 mins (1 hour 23 mins if also stopping at Chesterfield). In another cost saving measure, the main line will not run via Meadowhall but instead take a more easterly route along the M1/M18 corridor through the Dearne Valley. It will go through Mexborough / Conisbrough. Already residents on the new Shimmer estate (some houses are still being built) in Mexborough have been warned their properties could be demolished to make way for the line. There will be consultation on a potential parkway station on the high speed line in the Dearne Valley. Sheffield City Council did not want the station at Meadowhall but on the site of the former Victoria station, but the proposal to use Midland station appears to be the cheapest option, not the best option, leaving Sheffield on a spur off the main high speed line.

The new Transport Secretary, Chris Grayling, is a supporter of HS2 but new PM Theresa May favours a value for money review.

East Coast Price War Possible

FirstGroup is set to launch a new cheap service between London and Edinburgh costing less than £25. The ORR has given the operator access to the ECML from 2021. It will be allowed to run five trains a day each way via Stevenage, Newcastle and Morpeth in direct competition with Virgin Trains, which is threatening to sue over the decision.

Virgin Trains East Coast has also gained permission to run additional services, but an application from GNER, part of Alliance Rail Holdings was refused. There will be new services between London and Edinburgh, Harrogate, Lincoln and Middlesbrough.

VTEC's core existing timetable has been approved from December 2017. Service extensions to Bradford, Lincoln and Harrogate are due from May 2019 and for Edinburgh and Middlesbrough from May 2021.

Eurostar Blow

The terrorist attack in Brussels led to a fall in sales and passenger numbers. Passenger numbers slipped 3% to 2.2m in the three months to the end of March compared to a year ago. Sales fell 6% to £201m. However, June's 2016 Euro 2016 football sales prompted a surge in ticket sales with fans heading to France to support their national teams.

Tickets Please (Ouch!)

Our ticket expert, Bill Brinkley, tells us that conductors on Abellio Greater Anglia's Norwich - London Liverpool Street route will no longer clip tickets because bosses fear they could strain their wrists due to repetitive strain injury. They will instead use a marker pen to put a cross on tickets. The company is also concerned about hole punches making a mess. One passenger described the move as "pathetic", with most regular daily travellers having season tickets anyway. Worse news for Bill. The rail industry, supported by rail minister Claire Perry, wants paper tickets, which have an orange border, phased out by 2022. They (the tickets, not Bill) are considered outdated and costly and, it is claimed, the ink runs and the print is too small.

Night Tubes

The Night Tube service was due to be launched from 19 August on the Central and Victoria lines, with the Jubilee, Northern and Piccadilly lines following in the autumn. There will be no services on the outer sections of some lines.

Last Class 66 Named

The last Class 66 manufactured in America by Electromotive, 66743, fitted with two American warning bells, has been named "Evening Star", as was the last steam loco built by BR in 1960, 9F 92220. At the end of its working life, 66743 will join the National Collection.

Wolverton Works

The future of Wolverton Works, the base of the Royal Train, is in doubt as the landlord has applied for permission to demolish them. The Royal Train could be moved to Rail Central, the proposed major rail-connected freight terminal near Blisworth in south Northamptonshire. Rail Central could also be the base for high speed freight trains formed of converted HSTs.

Barrow Hill

The Society enjoyed an evening visit to Barrow Hill on Wednesday 29th June. Barrow Hill is too close to enable extensive renovation work and facility improvements to take place, due mainly to a substantial grant awarded from the Heritage Lottery Fund. Thanks to Pete Sargieson for enabling us to visit the DPS shed.

D Train Progress

London Midland has announced that a former London Underground District Line D78 train, converted into a diesel-powered three-car Class 230 unit could enter service on the Coventry - Nuneaton line as a trial later this year.

Severn Tunnel

The Severn Tunnel is to close for electrification between 12 September and 21 October as part of the GWML electrification between London and Cardiff. Normal overhead line equipment is not suitable for the route under the river because of the dampness of the atmosphere. Instead, it will be electrified with an unusual overhead "conductor rail".

Department of Guesswork Excels on Borders Railway

Expert planners estimated "i.e. guessed" single trip numbers for the first 6 months of opening of the Borders Railway. Their success is shown below.

Station	"Forecast"	Actual
Tweedbank	18,978	183,918
Galashiels	20,567	104,593
Stow	5,129	24,365
Gorebridge	79,014	39,400
Newtongrange	46,449	50,480
Eskbank	14,568	65,672
Shawfair	54,298	9,398
Bunstane/Newcraighall	865	11,344
Edinburgh	228,156	205,203

The line has suffered severe overcrowding at times, and was built to include several single line sections.

New Underground Map

TfL has issued a new Underground map which shows tram services for the first time. This will make it easier for those travelling to Wimbledon, Croydon or Beckenham to plan their journeys. The delivery of 4 more Stadler trams increases the London fleet to 34. The diagram will be changing again soon, first to show the new Elizabeth line and then extensions of the Northern line to Battersea and the Metropolitan line to Watford Junction.

Last Class 387s to be Built

A further 23 Class 387 Electrostars have been ordered by Porterbrook from Bombardier for service on the Great Western Railway. The design is almost life-expired, partially because their exterior lights are no longer compliant as a result of changes to Railway Group Standards. Bombardier is gearing up to replace the Electrostar series with its newer "Aventura" types. New Aventura-type Class 345s have been ordered for Crossrail.

Dover to Folkestone to Re-Open

Work on the storm-damaged line between Folkestone and Dover is due to be completed in the autumn.

Southern Rail Chaos

Southern Rail axed 341 trains a day (sadly including the 20.15 weekday Newhaven Marine - Brighton "parliamentary train"), introducing an emergency timetable, as it struggled to cope with a union dispute and a series of "sickie strikes". The dispute between operator Govia and the trade union RMT revolves around plans for train drivers to operate doors rather than conductors. RMT is concerned jobs could be lost, the Government says this will not happen.

Surprisingly, the rail minister (Claire Perry) announced that it would be a precondition for any future franchise-holder to maintain the same number of guards (thereby compelling one rail network to employ almost 500 guards even though some other companies run trains successfully with drivers operating doors and there are lines with driver-only trains). Shortly afterwards she resigned telling MPs she felt ashamed of the shambolic train services for commuters in the South East.

The start date for the new way of working is likely to be 21 August.

Intercity Express Progress

The first Intercity Express Class 800 has run between Reading and Paddington using on-board diesel engines, carrying invited guests. This was followed by a trial using electric power when engineers energised the line between Reading and Didcot. The first of 57 Great Western sets are due to enter service in July 2017.

Elizabeth Line

The first Class 345s for the Elizabeth Line will enter service in May 2017, initially between Liverpool Street and Shenfield. They will begin as seven-cars due to platform limitations at Liverpool Street but will run as nine-cars in 2018 when they start operating between Heathrow and Paddington. The full service will be extended under central London to Shenfield and Abbey Wood from 2019.

Turbostar Farewell

The last of Transpennine Express's Class 170s ran in July, before departing after nine years of service for a new lease with Chiltern Railways. The transfer was marked by two special tours in partnership with the Branch Line Society, to raise money for charity.

Channel Tunnel Car Trains

Cars traffic on freight trains has returned to the Channel Tunnel for the first time since 2011. One train per week runs between Portbury, near Bristol, to Ghent in Belgium. Traction is provided by GB Railfreight. Diesel traction is used from Bristol to the British tunnel portal, with an electric locomotive onwards.

Island Line Doubt

The future of the 13.5km route from Ryde to Shanklin on the Isle of Wight is in doubt after the Department for Transport has signalled its intention to see the Island Line become a separate, self-sustaining business, within the next South Western franchise.

The Line currently runs at a substantial loss which is incorporated within the current franchise. The line is worked by ex-London Transport 1938 stock.

Old Railway Society Magazines Request from Peter Hall

Around the time the Pennine Railway Society was formed in the 1970s there were several other 'spotting' societies active in the area. However, the magazines and publications produced then by these societies are extremely rare and it is very hard to find to anyone who has copies and is willing to make them available for copying. Thus, what you have achieved with Trans Pennine is extremely valuable.

For some time, I have been trying to locate Northern Counties Transport Society (NCTS) magazines and publications as a result of some former members making contact. So far with little success.

The 'South Yorkshire Railway Society' (SYRS) was formed a year after the 'Pennine Railway Society' was formed. Whilst the Pennine focused on trips by train the SYRS focused on trips by road. Within months the SYRS had merged with the Chesterfield based Little Midland Society which had actually sponsored its creation in the first place. By the end of 1977 though shed bashing trips had ceased.

Although I was a member of SYRS and the Little Midland in 1976-77 I only have two magazines but there were certainly more in that period. Locating copies of these and NCTS magazines would be invaluable in getting a full understanding of that era. I was thus wondering if you had any yourself or knew or had contact with anyone who might have?

I would be grateful for any help from Pennine Railway Society members who may have any "small railway society" magazines which I could copy.

Peter Hall

peter@hall59.freeserve.co.uk

Light Rail News

SHEFFIELD SUPERTRAM

The latest tramtrain vehicle to arrive is 399204 on 19th July. Still not much progress to report although a start has been made on the groundwork for the new platform at Parkgate. Long term accident victim 118 is now stabled outside the depot but a return to service could be some way off as it is rumoured to have become a source of spare parts for the rest of the fleet.

METROLINK

The latest arrival is 3118 on 20th July, this only leaves 2 more to be delivered to complete the order.

BLACKPOOL

Brush car 636 which left Blackpool in 2006 for Stored Energy Technology at Derby has now moved on again and can currently be found at Wirksworth on the Ecclesbourne Valley Railway. The move took place on 13th July. Millennium car 718 was returned to traffic on 15th July for the 1st time since 2013. Stripped of its previous Tussauds all-over advert the car is currently in a ghostly all white livery but it is hoped to treat the car to a repaint this winter.

The annual Anniversary weekend event takes place on 24/25th September and will feature the gold timetable heritage service, depot tours, rare trams on display and heritage bus tours. More details on the Blackpool Heritage Tramtours website.

The High speed diesel train at 44

Andrew Barclay relates the story of the High Speed Diesel Train, 44 years after it heralded the arrival of the HST.

The British Railways Modernisation Plan of 1955 meant the replacement of steam traction by diesels and electrics, with speeds of 80 and 100 mph becoming commonplace for passenger expresses. However, in the 1960s the railways faced severe competition from two sources, with the expansion both of the motorway network and of domestic air services, putting BR under even greater pressure to improve main line services.

The Pullmans

The start of the long fight-back can be symbolised by the introduction of the Blue Pullmans by the British Transport Commission in 1960. A luxury train with a full meal service aimed at First Class business travellers, the Midland Pullman worked a daily round trip from Manchester Central to London St Pancras over the former Midland route via Peak Forest whilst the London & North Western line from Manchester to London Euston was being electrified. Similar trains, but including Second Class accommodation, ran from Paddington to Bristol and to Birmingham. Although their top speed was only 90 mph it is often said that these smart Pullmans, resplendent in their distinctive Nanking blue livery, were the precursor of the HST – both had diesel engine power cars at each end of a set of high-quality air-conditioned coaches, and both revolutionised timings and the image of BR's passenger offering.

The RTC and the APT

In 1962 the rebuilt BR Railway Technical Centre was opened in Derby, headed by Dr Sidney Jones as Director of Research. He recruited a number of young engineers

from outside the railway industry, some from aviation and some from university, and in 1966 he established an Advanced Projects Group with the objective of studying new forms of passenger and freight rolling stock to take BR into the 1970s and 1980s, hopefully at speeds of 100 mph and beyond.

Once formed, the Group moved very fast: in November 1966 it submitted a memorandum on a new design of high-speed passenger vehicle to the BR Board. The completion of the Euston electrification that year had made railway managers once again aware of the commercial value of high speeds, but there was more to the proposed train than simply speed – although the target of 150 mph on existing track was very impressive. To emphasise this point the tag “high speed” was replaced by “advanced passenger”, and the Advanced Passenger Train was on its way.

By late 1967 the basic concept of the APT as a 150 mph train able to transcend the limitations imposed by the existing railway infrastructure had been developed in considerable detail, but the price was proving beyond BR's resources. £4.83 million was needed to proceed to prototype hardware. Undaunted by the high price Dr Jones went direct to the Government and obtained a promise of 50% funding if BR would provide the other half. Late 1968 saw an announcement that BR and the Ministry of Transport would fund the development of the APT project jointly, and if all went to plan it was expected that the first production APT trains would enter service in 1974.

Meanwhile the Mechanical & Electrical Engineering Department of BR had not been idle – in the mid-1960s work had already started on the concept of a new passenger coach to succeed the Mark 2 stock which was entering service on the newly-electrified lines. Two basic design parameters were soon established: a service speed of 125 mph, and the ability to stop from such a speed within existing signalling distances. Despite such foresight the engineers were suffering from the disadvantage in the politicised world of the nationalised BR that Dr Jones had a seat on the BR Board. In addition the APT promised a complete train with its own traction and was very much in the spirit of the swinging sixties, whilst the engineers seemed to be offering just another type of coach.

The backlash

An important factor in the development of the HST occurred in 1967, with the appointment of Walter Jowett as BR Director of Design. His background was at English Electric, so he was firmly in the mainstream of modern railway engineering. One of his first tasks was to consider BR traction requirements for the 1970s, and at a meeting with the Research Department he bluntly disagreed with the Research view that the APT was the only way forward: he reckoned that conventional railway technology could produce a 150 mph train if required.

The disagreement had far-reaching consequences.

Previously Jowett had been thinking in terms of “Locomotives for the 1970s”, now he produced a second “black book” entitled “Diesel & Electric Multiple Unit Trains”. This included all the elements of what was to

become the HST: the lightweight Paxman Mark 3 Ventura engine (subsequently renamed Valenta), AC/DC drive, standard coaches marshalled between two Bo-Bo power cars and disc braking.

Sadly, the vision of 150 mph was watered down, and 125 mph became the official target speed. However, this was politically prudent as it meant that the HST would not be seen as competing with the official way forward represented by the APT.

Mid 1968 saw another significant appointment with the arrival of Terry Miller as the Chief Engineer Traction & Rolling Stock. Doncaster-trained under Sir Nigel Gresley, pioneer of high speed fixed formations, as traction boss of BR Eastern Region he was responsible for the Deltic diesel locos which were setting new standards for high-speed operations.

By the end of 1968 the overall concept of the HST was established, the civil and signalling engineers would permit them to run at 125 mph, and commercially BR wanted faster trains as soon as possible in the face of motorway and airline competition. The BR Board was also beginning to have doubts about the ambitious timescale that had been proposed for the APT, its January 1969 meeting included a discussion of what to do if the APT missed any of its targets. The next Board meeting, in February 1969, received a formal and very detailed submission from Terry Miller and his team about the development of a new InterCity diesel train; this promised a prototype 125 mph train of six coaches and two power cars that would be ready for testing in just 22 months if authority was given to proceed. When authority was given, a construction programme which included the first 20 production trains was revealed.

The prototype arrives

1970 saw first a development budget of £70,000 for a “prototype high speed diesel electric multiple unit train”, then £800,000 allocated to the design and construction of a prototype train of 2250hp power cars and six 23 metre Mark 3 coaches, within the 22-month timescale.

Whilst there had been much previous design work on the coaches, very little had been done on the power cars, which had to pack a lot of equipment into a 68 tonne all-up weight on four axles. Nevertheless, much hard work and many late nights got the project to a position where there were even hopes that the prototype HST might appear before the Research Department rolled out the prototype APT-E.

In the event the HST appeared in June 1972, the month after the APT-E, but then it became obvious that the APT-E really was an experiment, with its coaches full of test equipment, while the HST was a true prototype, its coaches and catering vehicles fully equipped and ready to carry passengers in revenue-earning service. In contrast the APT-E had to be followed by a prototype for service evaluation, a development that was complicated by the change from gas turbine to electric propulsion made necessary by the 1973 Oil Crisis.

First runs

Testing of both the HST and the APT-E was delayed by a dispute with the trade unions ASLEF and NUR. Instead of the traditional side-by-side seats for the driver and a second man, there was just a single seat in the cab: the unions saw this as heralding one-man operation of trains, so both units stayed at Derby for the duration.

Eventually an agreement was reached with the unions by which there would be two drivers in the cab and the top speed would be 100mph, with dispensation given for higher speed trials, so early in 1973 the prototype HST moved from Derby to Neville Hill depot at Leeds. Running in a 2+5 formation on the East Coast Main Line the set reached successive official British rail speed records of 133, 141 and 143mph, the 143mph on 12 June 1973 remaining a British record for 12 years until it was beaten by a production HST.

The passengers arrive

The first HST passengers (though admittedly non-farepaying) did a round trip along the ECML from King’s Cross to Darlington and back in August 1973. The Press, MPs and the BR Chairman experienced speeds of 125mph in both directions.

Further trials were followed by transfer to the Western Region. It arrived at Old Oak Common on 9 December 1974 for driver and fitter training, as well as route clearance between Paddington, Bristol and Weston-super-Mare. After 4½ months it was decided to put the prototype on passenger work from Monday 5 May 1975, although only on loco-hauled timings.

Working the 07.45 Bristol Parkway – Paddington, 10.15 to Weston, 13.45 to Paddington, then 16.45 to Bristol Temple Meads (which meant covering 750 miles daily with empty stock running to and from overnight stabling at Old Oak Common) it was a great success, with passengers changing trains just to travel on the new unit.

Following the completion of improvements on the Badminton line between Wootton Bassett Jcn and Westerleigh Jcn, direct trains to South Wales resumed on 3 November 1975, enabling the prototype to repeat its success running to South Wales on the 09.00 Paddington – Swansea, 12.52 to Paddington, 16.45 to Bristol and 19.15 back to Paddington.

Meanwhile the prototype unit had taken part in the Rail150 celebrations to commemorate the anniversary of the opening of the Stockton & Darlington Railway in 1825. It participated in the Shildon cavalcade in August 1975, and was regarded as sufficiently reliable to take the Duke of Edinburgh to Eaglescliffe on 27 September.

The prototype continued in traffic on the Western Region until it was displaced by production HSTs in October 1976, after which it returned to Derby. After no fewer than five decades of operation, most of the coaches are still in traffic, some in the Royal Train and a couple in the Network Rail Measurement Train – the subsequent history of the various vehicles is detailed in the section “Where are they now?”

The HST becomes a DMU

During its first round of trials the HST was still regarded as a set of coaches with two locos, but in May 1974 a 100,000 mile overhaul of the train at Derby coincided with a decision to reclassify it as a Diesel Multiple Unit. Under the new TOPS numbering system the train became unit 252001 of Class 252, the power cars being renumbered from 41001/002 to 43000/001.

Changes in the production HSTs

The most obvious change between the prototype and the production HSTs arose from the decision to treat the HST as a DMU. 41001/002 were built as conventional locomotives with an ETS supply and the ten original coaches were built as conventional loco-hauled Mark 3s, designed to be interchangeable with Mark 3 loco-hauled coaches. They were fitted with buffers, drop-head buckeye couplings, and the capability to run on either the standard 800V DC or an 800V single-phase AC train supply. Experience with the prototype set confirmed the desirability of using standard 415V 3-phase AC equipment, with a suitable electricity supply from the power car (hence the renumbering of the vehicles). This decision dispensed with the motor-alternator on each vehicle, but meant that the coaches were no longer directly interchangeable with loco-hauled stock, so the buffers also disappeared and a solid shank buckeye coupling was adopted.

With virtually the whole fleet of production HSTs still in daily traffic, probably being worked harder now than ever before, it can be said that the prototype of the early 1970s led to the development of one of the most successful trains Britain's railways have ever seen, and one that is likely to play an important part for at least another ten years.

The Paxman Valenta diesel engine

The Paxman Valenta range of diesel engines was developed from the Paxman Ventura, an engine which arguably gained more fame from its marine applications than in rail traction. A little ironically the widest application of the Ventura on British Railways was the use of the 6-cylinder 650hp 6YJXL version in the 56 locos of the short-lived (at least on BR) Class 14: D9500–55. The 12-cylinder 1350hp version was used to re-engine 20 of the troublesome D61xx Bo-Bo diesel-electric locos in 1963–65; this was regarded as a successful conversion but the locos were all withdrawn by 1971 as they were still a small, non-standard class.

In addition, a single Warship diesel-hydraulic (D830 "Majestic") was fitted with two 12-cylinder Ventura engines, each rated at 1100hp, to investigate an alternative British engine to the German designs generally used on the Warships.

Upgrading the Ventura was a gradual process, beginning around 1965, with the objective of offering customers higher power outputs from the same size of engine, and hence gaining an advantage over competing manufacturers. The 1500rpm of a Ventura was already faster than the 750 and 850rpm of contemporary Sulzer and English Electric diesel engines in use on BR, whilst

the Valentas retained the 7¼in bore and 8½in stroke of the Ventura, giving a swept volume of just over 6½ litres per cylinder. The 60° vee arrangement of the cylinders was also retained, as were the four valves per cylinder, two inlet and two exhaust.

On the other hand an increase in power demanded a higher rate of supplying fuel to the cylinders than was possible with the Ventura fuel pump arrangement: the Valenta adopted a system in which each cylinder was fed by its own fuel pump. The fuel injection pressure was thus increased from 11,500 to 15,000psi, with an increase in the maximum firing pressure from 1500 to 2000psi. However, the change to individual fuel pumps meant that each Valenta had to be fitted with three camshafts (rather than the one on a Ventura). The middle camshaft (between the two banks of cylinders) drives the valve gear, whilst a camshaft on the outside of each bank drives the fuel pumps for that bank of cylinders. (The later VP185 engine reverted to having a single camshaft and used a unit pump injector.) Another difference between the Valenta and the Ventura is that the Valenta has a water-cooled monobloc exhaust system, following problems using a Ventura-type system.

Test running of the Valenta started in 1970, with a formal launch two years later, so it was ideally placed for the 12-cylinder version to be adopted for the HST.

Project Miller

Under the "Project Miller" banner the 125 Group reached an agreement with the National Railway Museum in 2011 to undertake a technical assessment of the surviving prototype HST power car 41001 (which is part of the National Collection and in recent years was on display at NRM York), with a view to returning it to serviceable condition. The Group has taken the Project Miller name from the late Terry Miller, who designed the original vehicles.

The cooler group, bogies and electrical and electronic components will require overhaul, and the current engine (partly sectioned some years ago for educational purposes) will be replaced by a production Paxman Valenta RP200L donated to the NRM from the MTU repower programme. In March 2012 a formal agreement was signed with the NRM for the long-term loan of 41001 to the 125 Group. The 125 Group's plan is for the power car to visit preserved railways and act as a traditional loco rather than with a present day HST set: it is air-braked and has drop-head buckeye couplers so it can operate with any air-braked stock. The ETS (electric train supply) is currently set up for working with loco-hauled stock and is likely to stay that way during the first phase of restoration. When the 125 Group conducted a technical survey of the power car at York, the power car was found to be mostly in good condition, but it has been a static exhibit during its time at the NRM and there is much work to be done.

Valenta engine S508 has been secured for the project and is being overhauled by the 125 Group. This is a relatively new engine, dating from 2000. It was fitted to 43153 when in use with Virgin Cross-Country between 2001 and 2003, and was then fitted to First Great Western 43143 until

replaced by an MTU engine at Brush Loughborough in 2007.

Brush Traction has been supporting Project Miller by providing access to original prototype power car engineering documentation and helping with work on the braking system.

Agreement has been reached with East Midlands Trains to base 41001 at its depot at Neville Hill, Leeds, whilst it is being restored, the power car being hauled to Neville Hill on 29 March 2012. Work will be done by Project Miller volunteers, and some depot staff may also assist in their own time.

For more details on 41001 see the 125 Group's website www.125group.org.uk.

Why a loco at each end?

The going rate for modern express passenger trains in the 1960s was around 12 coaches hauled at speeds up to 100mph by a diesel or electric loco of around 3300hp.

It was clearly necessary to have significantly more power to improve journey times further, an increase to 125mph from 100mph was reckoned to need twice the power.

Tests were conducted with the Hawker Siddeley 4000hp diesel loco "Kestrel", and consideration was given to using aircraft or industrial gas turbines, but these were discounted on the grounds of high first cost, high maintenance cost and high fuel consumption.

The decision to use medium speed diesel engines to power the train meant that two engines were necessary to give the required power output, but experience with "Kestrel" indicated that combining both engines in a single loco would result in an undesirably high axle-loading, deemed to cause unacceptable track damage at speeds above 100mph.

Accordingly, it was decided to house each diesel engine in its own power car, and put one power car at each end of the train for operational convenience, the two being connected by control cables so that both could be controlled from the leading cab. On normal gradients it was still possible for a single power car to run the train at 100mph in the event of a failure.

Where are they now?

The 12 prototype vehicles that were built as part of the original High Speed Diesel Train have met with perhaps the widest range of fates imaginable – from the Royal Train to Booth's scrapyards in Rotherham. Five are still in regular passenger service. Each vehicle is considered here in turn.

10000–40000–975984

40000 Built as prototype TRSB (Trailer Restaurant Second Buffet), originally numbered 10000 in the coaching stock series. Rebuilt as Departmental RDB975984, now operates as a Lecture Coach in the Network Rail Measurement Train.

10100–40500–977089

40500 Built as prototype TRUK (Trailer Restaurant Unclassified Kitchen), originally numbered 10100. Rebuilt as Departmental RDB977089. Withdrawn and scrapped at Booth's, Rotherham, in February 1993.

11000–41000–975814

41000 Built as prototype FO (First Open), originally numbered 11000. Rebuilt as Departmental ADB 975814. Preserved at Peak Rail then returned to British Rail and now operates as a Conference Coach in the Network Rail Measurement Train.

11001–2903

11001 Built as prototype FO. Rebuilt as Royal Train coach 2903 for the Silver Jubilee in 1977 – still in use in the Royal Train as the Queen's Saloon.

11002–41001–41170

41001 Built as prototype FO, originally numbered 11002. Rebuilt as production TF 41170. Now owned by Angel Trains and leased to Virgin Trains East Coast (used in set EC56).

11003–41002–41174–42357

41002 Built as prototype FO, originally numbered 11003. Rebuilt as production TF (Trailer First) 41174, further rebuilt as TS (Trailer Second) 42357. Now owned by Angel Trains, was with Virgin West Coast, now leased to Virgin Trains East Coast (used in set EC60).

12000–42000–41172–42355

42000 Built as prototype TSO (Trailer Second Open), originally numbered 12000. Rebuilt as production TF 41172, further rebuilt as TS 42355. Now owned by Angel Trains, was with Virgin West Coast, now leased to Virgin Trains East Coast (used in set EC60).

12001–2904

12001 Built as prototype TSO. Rebuilt as Royal Train coach 2904 for the Silver Jubilee in 1977 – still in use in the Royal Train as the Duke of Edinburgh's Saloon.

12002–42001–41171–42353

42001 Built as prototype TSO, originally numbered 12002. Rebuilt as production TF 41171, further rebuilt as TS 42353. Was owned by Porterbrook Leasing, in use with Virgin Cross-Country until 2002 then stored at MoD Bicester. Sold to First Group in 2004 and now in traffic with GWR (used in set LA60).

12003–42002–41173–42356

42002 Built as prototype TSO, originally numbered 12003. Rebuilt as production TF 41173, further rebuilt as TS 42356. Now owned by Angel Trains and leased to GWR (used as a spare carriage).

41001–43000–975812

Power car built as 41001. Renumbered 43000 then went into Departmental use renumbered ADB975812. Now preserved as part of the National Collection. Recently moved from York to Neville Hill for restoration as part of Project Miller. Now based at GCRN Ruddington.

41002–43001–975813

Power car built as 41002. Renumbered 43001 then went into Departmental use numbered ADB975813. Withdrawn and scrapped at Booth's, Rotherham, in November 1990.

Since its restoration was completed in September 2013 41001 moved to its new home at Ruddington on the GCR-N where the finishing touches were made to 41001. In November 2014 the prototype would be put through its paces as a special train for 125 Group members, Project Miller members and other stakeholders. On Saturday 15th

November a railtour operated from Derby to Ruddington named the "Screaming Valenta" using an East Midlands Trains production HST set reduced to six coaches with two TSs taken out so the train could fit between the points at Ruddington South Jcn and the buffer stops at the northern extremity of the line at 50 steps footbridge. This left Trailer Firsts 41058 and 41084 at the south end of the train, then buffet car 40730, followed by TS 42327, 42111 and finally TGS 44041 with power cars 43045 and 43054. On arrival at Ruddington production power car 43045 was removed from the train and prototype power car 41001 was attached after speeches by stakeholders, the guest of honour Sir Kenneth Grange pressed the button and the power car burst into life. After further speeches all boarded the train and the trip was underway. After the successful trip its next adventure was over the weekend of 24th and 25th May 2015 when it would be launched to general public and rail enthusiasts at Ruddington after passing its first test with public it worked at GCR-N during the rest of year. Its next adventure was in the spring of 2016 when it attended the spring diesel gala at the Mid Norfolk Railway which it was a big hit, then the following week it went to Nene Valley Railway diesel gala. After the success of the diesel galas it ventured south to attend the GWR Bristol St Philip's Marsh open day on Monday 2nd May 2016 which was celebrating 40 years of the HST.

Acknowledgements

Thanks to Alex Wood and the 125 Group for their assistance in the preparation of this article. Also "HSTs at Work" by Roger Ford and Brian Perren. Thanks to Platform 5 Publishing for allowing me to reprint this article, a version of which was previously published in Today's Railways UK magazine. (Further photos relating to this article can be found on the Pennine website www.abrail.co.uk/penninedetail.htm.)

Day Trip To The Dome

Paul Slater

I stepped out of the spacious entrance of the brand-new North Greenwich tube station, and for the first time saw the distinctive shape of the Millennium Dome. Deterred by all the negative publicity, I had once said that I would never come here; then I began to read reports of the Dome, and realised that in it there were things which I would find interesting or amusing. Chris said that I ought to go, to satisfy my curiosity, and offered to pay for my admission ticket as a Valentine's Day present. Now, on the second Wednesday in February 2000, here I was. It was a pleasant day for so early in the year, and I had enjoyed the ride up to London on a GNER express. I had looked out for the places where I regularly photographed trains: Eaton Lane Crossing near Retford, Barnby Lane Crossing at Claypole, and lanes near the sites of Hougham and Barkston stations. Further south, I had noted my boyhood trainspotting haunts at Offord and Sandy. I had seen a 66 at Peterborough and a 56 at Biggleswade. After the stop at

Stevenage, the express had been diverted via the Hertford loop, the first time I had travelled over that line. It was slower than the main line, which we re-joined at Bounds Green, but prettier; the countryside round Hertford had looked very attractive in the winter sunshine. At Kings Cross I had photographed 47635 and had, then taken the Northern Line to London Bridge, where I transferred to the Jubilee Line Extension, its stark unadorned caverns and tunnels quite different from most Underground stations. The Dome attracted much controversy and ridicule, but I enjoyed my visit. I made no attempt to see everything, so as not to tire myself out or give myself mental overload, but I saw a lot. I liked the Rest Zone, the Faith Zone and the Home Planet Zone. I ignored the hands-on displays and interactive toys, but I tried my hand - or rather, my back - on a massage machine in the Body Zone. From nearly fifty years earlier, I remembered something of the awe and excitement I had felt as a small boy in the Dome of Discovery at the Festival of Britain, and during the spectacular Millennium Show in the central arena, I felt something of the pleasure I had known on other trips to London as a boy, when my parents had sometimes taken my brother and me to the great circuses at Harringay. In the Self-Portrait Zone, I looked at hundreds of images of contemporary Britain. Some formed a continuous frieze around a circular room, others were on a curving wall, with comments by the members of the public who had chosen them as representing what they liked best about Britain; these images, without the comments, were reproduced in larger format on another curving wall to form a brilliant mosaic. Among the images chosen to represent the best of Britishness, I was pleased to see two on a railway theme. Someone had chosen trainspotting, with the words "Trainspotters represent that harmless eccentricity peculiar to the British". Someone else had chosen the Eurostar, commenting "This symbolises a great co-operative engineering feat and one which future generations could remember this century by - especially the nineties".

In the part of the Journey Zone dealing with the history of transport, I admired models of famous steam locomotives on loan from the National Railway Museum - "City of Truro", "Mallard" and "Solario", which was incorrectly captioned "Flying Scotsman" - and heard a recording of a steam train at work; I also noticed, a replica of part of an old single-driver express engine. In the section dealing with modern transport, I saw working models of Eurostars and films of High Speed Trains and Rapid Transit systems. I stood in a mock-up of the cab of a Virgin "Pendolino", and was fascinated by a driver's-eye film of a journey along the West Coast main line, with electric multiple-units to be seen as well as Freight liners and Virgin expresses.

Outside the Dome, from the huge paved expanse by the Thames, I got my first sight of trains on the Docklands Light Railway; I would have my first ride on them when I next visited London, in over a year's time, to enjoy a flight on the Millennium Wheel or London Eye.

When I left, the Dome and its surrounding buildings were beginning to glow with many-coloured lights in the dusk.

It was rush hour, and the tubes were uncomfortably crowded. During the long ride north through the darkness from Kings Cross, I had a sense of anti-climax, but when I was home again, and telling Chris about my excursion, I realised what a full and interesting day it had been. I remember my visit to the Dome with pleasure, as part of my experience of the new Millennium.

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

<p>May 24 67023 Standby 66503, 66955 Freightliners 66034, 66752 Departmental 66164, 66727 Intermodal 66144, 73969 Light engine movements 66035 Empty limestone 66751 Sand 66174 Steel 66148 Stone 66731 Gypsum</p> <p>Jun 2 67023 Standby 60066, 66154 Rails 66955/66512, 66516/70013 Freightliners 66567 Wagons ex Wabtec 66002 Light engine 66011, 66041, 66167, 66714 Intermodal 66751 Sand 66114 Stone 66757 Departmental 66701 Coal 56087, 56113 Marshgate Sidings 66005 Limestone</p> <p>Jun 9 67003 Standby 66058, 66086, 66135, 66709 Intermodal 66540, 70014 Freightliners 66305, 66702, 66775 Departmental 66748, 66751, 66774 Roberts Road 66005 Limestone 66705 Sand 66731 Gypsum 66006, 66109 Light engine movements</p> <p>Jun 23 67023 Standby 66504, 66534/66533 Freightliners 66131 Rails 66007, 66020, 66119, 66701 Intermodal 66416 West Yard 37604 Network Rail Test Train 66090, 66707 Departmental 66754 Sand 66114 Stone 66738 Gypsum 66130 Limestone 66615 Light engine</p> <p>Jun 30 67003 Standby 66054, 66079, 66186, 66758 Intermodal 66414, 66558/66565, 66587 Freightliners</p>	<p>Jun 30 66013 Rails 66152, 66302, 66519, 66709 Departmental 66005 Light engine 66738 Coal 66724 Gypsum 66051 Limestone 66074 Stone 66056, 66096 Steel 66779 Sand 56087, 56113 Marshgate Sidings</p> <p>Jul 7 67006, 67021 Standby 66187 Rails 66011, 66172 Intermodal 66501/66510, 66954 Freightliners 66199, 66302, 66778/66769 Departmental 66716 Coal 60066, 60020/66132, 66757/66742 Light engine movements 66747 Gypsum 66133 Limestone 66148 Stone 66779 Sand</p> <p>Jul 12 67021/67005 Standby 68018 Departmental 68019 Anglia coach to Wabtec 66051 Limestone 70015 Freightliner 66719 Sand 66148 Stone 66102 Intermodal</p> <p>Jul 21 67023 Standby 66414, 66420/66537 Freightliners 66154 Rails 66018, 66065, 66096 Intermodal 66152, 66768/66769 Departmental 67029 DBC Management train 60100 Light engine 66744 Empty gypsum 66051 Stone 66754 Sand 66058 Empty limestone</p> <p>Aug 4 67023 Standby 60063/60094 Rails 66416, 66540, 66591, 66513/70020 Freightliners 66194, 66199, 66728 Intermodal 66172, 66174 Light engine movements 66752 Coal 66126, 66762, 66779 Departmental 66766 Gypsum 66158 Stone</p> <p>Aug 11 67023 Standby 66540, 66558, 66588, 66565/66418 Freightliners 66080, 66106, 66142, 66754 Intermodal 66721, 66735 Light engines 60063, 66779 Departmental 67010 In consist of 6N70 Decoy – Tyne S.S. 66766 Gypsum 66098 Limestone 66740 Sand 66097 Stone</p>
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- Aug 11 66509 Wagons into Wabtec
66092 ??
- Aug 25 67024 Standby
66083, 66148, 66725 Intermodal
66103 Rails
66416, 66418 Freightliners
66118 Light engine
60007, 66088 Steel
66749 Sand
66115 Stone
66171 Limestone
66116 ?
56087 Light engine
60066, 66768 Departmental
- Other recent sightings have been:
- May 20 66719 at Selby Potter Group
66774 and 66778 at Doncaster Roberts Road
- May 31 66719 on Tilcon at Hull
- Jun 2 66039 Light engine, 66759 on stone and 66057 on coal at Hatfield & Stainforth
- Jun 4 66039 on goods train at Gainsborough Trent Junction
- Jun 25 66773, 66774, 66778, 66776, 66738 and 66728 at Doncaster Roberts Road
- Jun 28 66728 on Tilcon at Hull
- Jul 7 37405 and 37422 on Lowestoft service at Norwich
- Jul 8 90001 on the ex Virgin "pretendolino" stock at Norwich
- Jul 11 68016 and 68023 seen on Yarmouth and Lowestoft services and 68016 stabled at Norwich as the spare engine
- Jul 15 60020 on oil train at Gainsborough
- Aug 12 90004, 90012, 90013, 90015 and 90002 seen on Liverpool Street services
37422, 37419, 68019 and 68016 seen on Yarmouth and Lowestoft services
90016, 66570, 66719, 66556 and 66554 seen at Ipswich
- Recent sightings at Peterborough have been:
- May 1 66715, 66717, 66755, 66760, 66721
- Jun 11 66712, 66730, 66735, 66770, 66726, 66728
- Aug 12 66724, 66764, 66768, 66505, 66761, 66763

Midland Region

Nottingham trams noted at Hucknall on 9 July were, 205, 211, 213-215, 230, 231 and 235.
Locos seen on 13 August were 66517 and 66541 at Washwood Heath and 56312 at Derby.

Scottish Region

Locos seen on 9 June were 67016 and 90047 stabled at Waverley, 68006 and 68007 on the Fife Circle trains and 37069 and 68020 at Torness on a nuclear flask train.
Locos noted on 27 June were 66733 and 08472 at Craigentenny, 90049 and 67024 stabled at Waverley and 68003 and 68006 on Fife Circle trains.

Southern Region

Locos seen on 29 April were 66176, 66136, 66186, 66187, 66710, 66752, 08907, 73213 and 73212 at Eastleigh and 66523, 66538, 66554, 66592, 66730, 08531 and 70019 at Southampton.

Western Region

Locos noted on 13 August were 47815 at Exeter and 66507 at Bristol Parkway.

Railtours and Charter Trains

Locos seen on railtours and charters have been:

May 14 ("Yorkshire Dales Explorer") 66737

Jun 4 ("The Scarborough Flyer") 60163, 90020

Jun 11 ("The Diversionary Tactic") 90019, 60017

Jun 18 ("Deltic Borderer II") 67022 and 55009

Jul 28 ("Scarborough Spa Explorer") 56087, 37669, 48151

Preserved Railways

Locos used at the Keighley & Worth Valley Railway 40's Weekend on 14 May were 43924 and 5820.
Locos working at the Severn Valley Railway Diesel Gala on 21/22 May were D9002, 73951, 73952, 20205, 20142, 37716, 66763, 46045, 68025, 50008, 50049, 50035, 33035, D1015, 31452, D5580, 20059, 55019, 20188, D4100 and D3022.
Locos seen at Scunthorpe Steelworks on 21 May were "Cranford" on tour train, 1 banking tour train, 71 on torpedo wagons carrying molten iron and 79 "Big Keith" banking torpedo wagons.
Locos used at the Wensleydale Diesel Gala on 28 May were 37059, 66305, 47715, 37674 and 27007.
Locos working at the North Yorkshire Moors Railway Diesel Gala on 16 June were 37264, D213, D7628, 26038, 55007 and steam 76079.
Locos used at the Keighley & Worth Valley Special Diesel Shunter Day on 18 June were 08266, 08993 and steam 90733.
Noted at Barrow Hill on the Society's visit on 29 June included: D2853, 03066, 12589, 07012, 08676/685/786/824, D4092, 20118/132/301-5/308/309/311/312, D5054, 27066, D5814, "D5910", 33035/108, 37188/403/421/521/611, D212, 45060/105, 47769, D9015, E3035, 81002, 82008, 84001, 85006, 89001, E5001 and Steam 2500, 5164, 8217, 1000, 506.
Locos working at the Wensleydale Diesel Gala on 16 July were 37905, 37674, 66749, 47715, 31271 and 26007.

Trip to Leamington Spa

The following were seen on a trip to Leamington Spa on 26 May:
66504, 66528, 66537, 66543, 70008, 66593 Freightliners
70806/66849/70804 Westbury – Bescot
66750, 66753 Departmental

68008, 68013 Marylebone – Birmingham services
56098 Light engine
66060, 66069, 66150 Cars
66065, 66097, 66114 Intermodal
66043 Rails

En route

66571 Swinton
37884, 31452, 66192 Derby
60001, 66145 Burton on Trent
66238 Saltley
70007 Moorthorpe
66147 Washwood Heath

Trip to Glasgow

The following were seen on a trip to Glasgow on 16 June:
Wakefield Kirkgate 60021, 66415, 66712
Leeds Midland Road 66528, 66541, 66593, 66603, 70001,
70006

Stourton F.L.T. 66955
Preston 47237/57315, 57311, 37402
Lancaster 90028/90036
Carlisle Station 37604
Carlisle Kingmoor Depot 37401, 37605, 37612, 57310,
66422, 66431, 66427, 68005, 68018
Kingmoor Yard 60026, 66434/66429, 70004, 92032
Motherwell 37607, 68022
Polmadie 08451, 08594, 57302
Carnforth 47245, 47270, 47772, 47787, 57601

Trip to Reading

The following were seen on a trip to Reading on 21 June:
66044 Cars
66589, 66503 Freightliners
59001, 59004, 59101, 59104, 59204, 59205.66169/66067,
66122 Stone

En route

Wakefield Kirkgate 66741
Knottingley 66035
Shaftholme Junction 66054
Doncaster Yards 66119, 66100, 66707, 66709, 66766
Newark 66414
Peterborough 66018, 66179, 66713, 66718, 66748, 66750
Grantham 37219
Hornsey Units 700110, 700111, 700113
Ferme Park 37057 and unit 700112
Kings Cross 67023
Westbourne Park 66760
Old Oak Common 08483, 08836, 57306
Acton Yard 66061, 66155, 59102
Hayes 59203
Retford area 66188

Trip to Stafford

The following were seen on a trip to Stafford on 14 July:
66501, 66509, 66558, 66572, 66589, 70009, 86607/86632,
90045, 90046 Freightliners

66080, 66181, 66717, 70002, 70005, 90024/90019
Intermodal
66134, 66167, 92038 Cars
573045, 57307, 66058, 66058 Light engine movements
66707, 68013 Departmental
37516/47760/45699 Southall to Carnforth

En route

66043 Chesterfield
66074 Masborough
66757 Hexthorpe Sidings
66773, 66775, 66779 Roberts Road
67023 Doncaster station standby
66565 South Kirkby Junction

Trips to Peterborough

The following were seen on a trip to Peterborough on 28 July:

66714, 66738 GBRf stabling point
66116 Stabled
66503, 66533, 66542, 66593, 66951 Freightliners
66729 Departmental
66090 Aggregates
66766 Sand
66607 Cement
66118 Breeze Blocks
66109, 66158, 66719, 66753, 66757, 66764, 66767
Intermodal
170271, 170273 Peterborough – Ipswich service

Doncaster

67024 Standby
66074 Intermodal
08782, 66018, 66115, 66723, 66744, 66758, 66762, 66779
Decoy and Belmont Yards

The following were seen on a trip to Peterborough on 16 August:

66779 Two wagons for Wabtec
66502, 66558, 66953 Freightliners
66751 Sand
66041 Stone
66069 Light engine
66018, 66757, 66761, 66768 Intermodal
66147 Rails
66175 Plasmor blocks
66769 Departmental
66142 Peterborough Yard
66954 Tanks
Doncaster
67023 Standby
60056, 66302 West Yard
66091 Intermodal
66112/66089 Light engines
66565, 66709, 66723, 66084, 66556 Decoy & Belmont
Yards

Trip to Tamworth

The following were seen on a trip to Tamworth on 18 August:

Derby R.T.C.

08762, 08536, 20154, 31105, 31106, 37194, 37421, 73962, 73963, 73965

Derby Station

37800, 56312

Tamworth Low Level

66511 Barrier wagons
66096 Stone
66149 Cars
66076, 66717, 70002, 70006, 90035/90037 Intermodal
66517, 66432/66569, 66558, 66532, 86638/86639, 90016, 90048 Freightliners

Tamworth High Level

66027/66090, 66154, 66030 Intermodal
70016 Freightliner
60063, 60100, 66174 Tanks
66122 Stone
66031 Departmental
47739, 66016 Steel

Masborough

66181 Gypsum

Roberts Road

66773, 66774

Doncaster

66175 Plasmor blocks

Egyptian Diary

Well carrying on from my last report of the 9th May, I travelled next day from Leicester to Fratton aboard Meridian 222017 to St Pancras. Noted at Leicester 66069 and on route 66705, 66714, 37421, also new 387 units and new Thames Link unit 700109. Quick dash to Waterloo via Victoria line, change at Oxford Circus, (just walk across the platform) and on to the Bakerloo line, arrived with time to spare so noted a few units then boarded, (don't stutter) 444041 to Fratton. Have travelled on these units a few times now and as yet not found anywhere to store my baggage! No locos noted on route, but at Fratton 313207, so having noted 700109 and 313207 on the trip the newest and oldest units were seen on the day. Thinking back to the Pennine trips to London, and Hornsey depot full of new 313s. Where have the years gone? Even older units were noted on the 14th May when we visited the Jewel of the English Channel, the Isle of White. Travelled to Shanklin and return on 007, 004 and 006 also noted.

For the Bus bashers, while in Portsmouth, Portsmouth No.4 open top LRV996 was noted.

So it was we left Blighty on the 18th from Gatwick aboard Easyjet A320 G-EZPF to Hurgada, great flight but a sand storm at Hurgada made us late getting home, we had to circle for about an hour before we could land.

Now, I visited Luxor station on the 6th August, reported to the head of Investigations. Introduced myself and asked if it would be OK to sit and watch trains, well that wasn't

understood so I showed him an album of photos showing Class 66 locos taken in England. He looked at the album, was interested to see the same locos as those in Egypt, then he said it would be OK!

Wahla! I thought I'm going to get my Egyptian railway fix at last. Learning from when I was stopped, I didn't do any platform ending just sat with the locals as though waiting for a train to Cairo. They are a friendly lot here but a bit nosy. was offered a few fags, asked if I was OK for wacky bacci and if all was OK in the bedroom department! Just have to be friendly to them and have a laugh.

Anyway locos noted: - 2423 EMD evolution light engine off shed, 3105, 3270 Henschels on shed, 3924, 3996 EMDs on local trains. Work is still in progress with regard to the station referb, platforms are now looking like platforms again, but a lot of work still to be sorted. A wall next to the shed has been demolished so the view of the shed has improved. CCTV cameras are now all over the station so looks like what we are used to in England. The third class coaches are having a new livery applied, cream with yellow diagonal stripe, they look much better than the old livery, which was something like the rather dull Dutch livery! 3996 was in the new yellow livery with national colours stripes midbody. Did also manage a quick photo of this one! The only train movement was the arrival of an ex Cairo second class behind 3113, this terminated. So it wasn't so busy when I visited, but it's looking good for another visit next month.

Best regards, Steve, Egyptian correspondent!

Pennine Quiz No. 165

Pennine Shield Quiz Questions over the years Part 3

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

1. The South Yorkshire Joint Line from Doncaster (Kirk Sandal / Potteric Car) runs to where?
2. Name A1 60128.
3. Give the original name of A4 Sir Ralph Wedgewood No 4469 (Destroyed in York Bombing 1942).
4. On 3rd October 2005 Grantham to Skegness services were diverted via the new Allington curve allowing Network Rail to plain line which junction on ECML?
5. Which class 58 carried the name Cottam Power Station?
6. In which year did the prototype Deltic become an exhibit in the science museum?
7. Name the Tunnel between Penistone and Denby Dale?
8. Standard class 4 76114 2-6-0 was the last steam loco built at Doncaster plant. In what year?
9. The 1968 transport act changed the ownership of Doncaster plant to whom?

10. Which complete class of loco was built at Doncaster between 1961 and 1964 for WCML?
11. Which railway bridge takes the line over the Thames into Charing Cross.
12. Name 66200.
13. D1040 Western Lady ran into a local goods train at Dorridge on 15th August 1963 hauling a train from Birmingham Snow Hill to London Paddington. What was D1040 and the rake of coaches deputising for on the day?
14. Which train operating company operates services from Bletchley to London Euston?
15. On Thursday 1st December 2011 what happened to 91102?
16. The London Tilbury and Southend Railway was eventually absorbed by which of the big 4 on 1st January 1923?
17. Give the number of experimental diesel locomotive 'LION'.
18. In 1951 Sheffield decided to close its Tramway system over the next 15 years. Disappointingly it was achieved in 9 years. However, in 1951 35 new tramcars appeared on the streets name the manufacturer.
19. Name the 13.54 Liverpool Lime Street to Harwich Parkston Quay in 1992.
20. Give the 1964 Shed code for Ipswich.

Pennine Quiz No. 164

The Answers

1. Princes Street
2. Clan Stewart
3. St. Rollox
4. Edinburgh
5. Glasgow
6. Lanarkshire Yeomanry
7. Connel Ferry
8. 123
9. Dundee
10. Killin Junction
11. Buchanan Street
12. Coupar Angus
13. Stirlingshire
14. Firth of Clyde
15. Ayrshire Yeomanry
16. 68D
17. The Glasgow Highlander
18. Brechin
19. Glasgow Yeomanry
20. Carlisle
21. Kincardineshire
22. Quintinshill
23. Lanarkshire
24. Greenock
25. Perthshire

The Winner

Congratulations to the winner – John Dewing.

Pennine Meetings 2016

Meetings are now held at Club 39, 39 College Road, Waterdale, Doncaster DN1 3JH starting at 20.00 prompt on 1st and 3rd Wednesday of each month.

Wednesday 21st September 2016

David Bladen Digital Image Competition

Wednesday 5th October 2016

Geoff Griffiths

Wednesday 19th October 2016

Les Nixon

Wednesday 2nd November 2016

Glyn Gossan
(At The Railway)

Wednesday 16th November 2016

Chris Nettleton
'Steam around York'

Thursday 24th November 2016

Pennine Shield Round 1

At Dore Loco Society

Wednesday 7th December 2016

Pennine Shield Round 2

Wednesday 21st December 2016

Digital Image Night

Acknowledgements

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Next Issue

The Winter 2016 issue of Trans Pennine is due for publication on Wednesday 7th December would contributors please let the coordinator have their information by no later than Wednesday 2nd November. If you can, please email your contributions to david@whitlam145.freerve.co.uk. If you are posting your contributions, it would help if you could post it in instalments and not leave it all to the last day – THANK YOU.