

TRANS PENNINE

The Magazine of the Pennine Railway Society



No 178 Winter 2016

Photos

Front Cover

The photo taken by Geoff Griffiths, was the winner of the Steam section in the David Bladen Digital Image Competition held on 21st September 2016. It shows Crab 13065 passing Burrs on the East Lancs Railway with a train for Rawtenstall on 16th January 2016.

Calendar

The photo also taken by Geoff Griffiths (runner-up in the Non-steam section of the Digital Competition) shows 60076 passing Hatfield Colliery with 6E62 from Colas Ribble Rail (Preston Docks) to Lindsey on 23rd February 2015.

Committee Briefs

Season's Greetings

The Committee of the Pennine Railway Society join together in wishing all our members a Happy Christmas and Prosperous New Year. We thank you for your friendship and support in 2016.

Membership Fee Unchanged

With this magazine you will find a renewal of membership form. The finances of the Society remain healthy and we are pleased to announce that, yet again, the annual membership fee (£6) will remain unchanged. We hope you feel this continues to represent excellent value and look forward to you re-joining your Society in 2017.

Calendar

A free 2017 calendar is included with this magazine which we hope you will welcome. The calendar shows the dates of the AGM and social evenings in red. The dates of the following special events have been underlined:

Wednesday 11 January - Annual General Meeting
Wednesday 3 May - The Andy Dalby Slide Competition
Wednesday 20 September - The David Bladen Digital Image Competition
Wednesday 6 December - The Pennine Shield (South Yorkshire Quiz)
Wednesday 20 December - Members' Digital Images Night

Social Evenings

You are reminded that our new venue is Club 39, 39 College Road, Waterdale, Doncaster DN1 3JH. Our private room is on the first floor, with its own bar. The Club is adjacent to the Civic Quarter multi-storey car park (the former Southern Bus Station). The railway station is only a few minutes walk away.

Meetings continue to be held on the first and third Wednesday of each month, starting at 8pm prompt. The programme for early 2017 is shown elsewhere in the magazine.

Annual General Meeting Wednesday 11 January 2017

This is the opportunity for you, the members, to have a say in the running of the Society and form a plan of events for 2017.

As Club 39 is not available on a Sunday, we are to trial the AGM on an "additional" Wednesday night, 11 January 2017, the AGM to be followed by a Presentation.

The programme will be:

19.30 start
19.30-20.00 brief reports from each committee member
20.00-20.10 break

20.10-20.30 questions from members, re-election of committee and Presidents Address
20.30-20.45 break + sale of raffle tickets
20.45 Presentation (Linda Bladen to show a selection of David's slides) + raffle draw
22.00 Close

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

The David Bladen Competition

The David Bladen Competition (for digital images) was competed for on Wednesday 21st September. The results were:

Steam (winner) - Geoff Griffiths

Crab 13065 passes Burrs on the East Lancs Railway with a train for Rawtenstall on 16th January 2016

Steam (runner-up) - Geoff Griffiths

9F 92214 climbs out of Rothley station with a northbound mineral train for Loughborough on 31st January 2015

Non-steam (winner) - Geoff Griffiths

60026 passes Barnetby as the sun sets with 6E82 12.16 Rectory Jcn (Colwick) - Lindsey Oil Refinery on 23rd December 2015. This was the penultimate day of semaphore signalling in the area and all semaphores were subsequently removed over the Christmas period. This accounts for the large number of photographers on the station.

Non-steam (runner up) - Geoff Griffiths

60076 passes Hatfield Colliery with 6E62 from Colas Ribble Rail (Preston Docks) to Lindsey on 23rd February 2015.

Congratulations to Geoff and thanks also to all those who entered images (a total of 84 were entered). A special thank you to Linda Bladen for her hard and skilful work in organising the very successful and popular evening. Geoff generously donated his winnings to the LMS Patriot Fund (£40) and Great Central Railway (£20). All 4 images can be found on the Pennine Website.

Island Line U Turn

The Dept for Transport has performed a U-turn over proposals to make the Isle of Wight's only National Rail route "self-sustaining". With costs greatly exceeding revenue and assets, including the trains, in need of renewal, it was feared that closure would be inevitable. The line is within the South Western franchise, the next one due to start in mid-2017. Bidders are likely to be the incumbent Stagecoach Group and a partnership of FirstGroup and MTR.

CrossCountry Franchise

The CrossCountry contract, held by Arriva, has been extended three years to October 2019.

East Anglia Franchise

Abellio has won the East Anglia franchise. A total of 1,043 new vehicles are to be built, some by Bombardier in Derby, the rest by Stadler. The Aventura fleet from Bombardier will consist of 660 vehicles, to be delivered between January 2019 and September 2020. Stadler will supply 58 "Flirt" multiple units in regional and intercity variants, some of which will be bi-modal, and ranging in length from three to 12 cars.

The new trains will be able to meet regional aspirations for London trains to arrive at Ipswich in 60 minutes and Norwich in 90. There will be at least four 90-minute services (two in each direction) between London and Norwich each weekday and two 60-minute services each day between London and Ipswich.

GWR Electrics Update

The first Class 387s have started running between Paddington and Hayes & Harlington using a section originally electrified 20 years ago for Heathrow Express, to extend to Reading on completion of electrification. As Reading cannot yet be reached by electric trains it is likely they will be stored overnight at Old Oak Common. There are likely to be 45 four-car units, operating mainly as four or eight cars. Class 387s will progressively replace existing Class 165 and 166 diesel Turbostars, some of which will still be needed for non-electrified GWR branches in the Thames Valley, the remainder being made available for cascade to other routes or operators. Some may stay with GWR to operate trains between Cardiff, Bristol and the south coast, in turn releasing Class 158s for service in Devon and Cornwall.

New Train Factory

Spanish firm CAF is looking to open a factory in the UK to build trains for new UK contracts and offer maintenance and servicing facilities. UK contracts include building 43 electric trains for Arriva Rail North and 66 passenger cars and 12 electric trains of five cars for First TransPennine Express. The firm is also making 75 cars for the Serco Caledonian Sleeper franchise which operates between London and Scotland.

Disputes - Update

Further strikes were held on Southern during the autumn over the role of guards and the proposal by franchise operator, Govia Thameslink Railway that control of opening and closing of doors be transferred to drivers. A similar dispute on ScotRail was settled by a bizarre proposal from Dutch owned franchise operator, Abellio, that drivers open doors and guards close doors! New Class 385s will now have to be modified with the installation of door control panels within the train for the use of conductors.

ScotRail Class 320s

The first refurbished examples of seven additional Class 320s has been introduced, to run on cross-Glasgow services via Glasgow Central Low Level (Milngavie/Dalmuir - Motherwell/Larkhill/Cumbernauld). The three-car units are being leased from Eversholt Rail Group and were previously operated by London Midland. Refurbishment is being carried out at Wabtec Rail in Doncaster.

New Oxford - Marylebone Route

The upgrading of the Oxford to Bicester line west of Oxford Parkway into the city has been completed and Chiltern Railways hopes to start running through services between Oxford and Marylebone in December. The route includes a new chord at Bicester connecting the east west corridor with the Chiltern main line.

Waterloo Upgrade

There will be major changes taking place at Waterloo between 5 and 28 August 2017 which will bring back to use all five of the former Eurostar platforms and extending platforms 1 to 4 so they can take 10-car trains, which will entail temporary closure of platforms 1 to 9.

Barking - Gospel Oak Electrification

The Barking - Gospel Oak line, currently closed for electrification works will open in February. On reopening, existing Class 172 DMUs will return to service. Replacement Class 710 four-car EMUs will enter service in 2018. Electrification will allow freight operators to work their trains from Barking to the WCML using electric locos.

Midland Main Line Improvements

Improvements to the MML will see the lengthening of platforms to take 240m-length trains at many stations, re-quadrupling of the track between Bedford and Kettering, the restoring of a second line to Corby and remodelling of Derby to provide another platform.

Light Rail News

BLACKPOOL

Virtually all members of the heritage fleet were in action over the Anniversary celebration weekend of 24/25th September. Unfortunately the event was marred by an incident on the Saturday involving twin-car 272/T2 with a fire in the cab of 272 near Gynn Square. Thankfully all passengers and crew escaped unharmed and the fire was extinguished before too much damage was done. Illuminated Trawler tram 737 re-entered service on 6th October after refurbishment. The car now features new L.E.D. external illuminated lighting.

METROLINK

The final M5000 car 3120 was delivered on 1st October completing the order which began with the delivery of 3001 in July 2009.

Physical construction of the second city crossing from Exchange square to St Peters Square is almost complete. Hopefully the new line will open early next year.

SUPERTRAM

Long term accident victim 118 finally re-entered service in late September bringing the overworked fleet back to full strength.

TramTrains 399205 on 26th September and 399206 on 17th October have been delivered. The snail pace rate of construction continues although signs of some progress can be seen at Parkgate.

The Pennine Member's Digital Image Night 2016

This year the second meeting in December (Wednesday 21st) will be our annual member's night when we ask everyone to bring some digital images to show.

A maximum of 25 images can be submitted and anyone can submit images even if you can't attend on the night.

You can submit your images in any of the following ways:

- On a memory stick or DVD to the meeting on either 16th November or 7th December. In this way we'll have plenty of images set up ready and can get the show going promptly. **THIS IS THE PREFERRED OPTION.**
- On your camera's memory card to the meeting on either 16th November or 7th December. If you choose this option we **MUST** have the images in advance to allow time to sort them out.
- By email to pennine.digital@outlook.com by Sunday 18th December, but please bear in mind these will be big emails and you may need to send in batches.
- On a memory stick or DVD on the night, but please come early so that we have time to sort them before the show and they must be easily retrieved on the night, so ideally in a folder of their own on the memory stick.

If anyone has any questions, please either see Linda at a meeting or email your question to

pennine.digital@outlook.com.

New England and Spital Sheds

Paul Slater

One Saturday in October 1957 my brother and I joined a party from Wellingborough on a tour of Peterborough's principal locomotive depot New England, 35A. Some East Coast main line expresses changed engines at Peterborough, so there were a few Eastern Region Pacifics to be seen at New England. On the day of our visit there were two Kings Cross A4s on shed - nos. 60006 "Sir Ralph Wedgwood" and 60013 "Dominion of New Zealand" - as

well as A3 no. 60047 "Donovan" from Grantham and three of New England's own A2s, nos. 60500 "Edward Thompson", 60504 "Mons Meg" and 60523 "Sun Castle". Less familiar to us Northamptonshire "spotters" were two North Eastern Region A1s in the repair shop, 60115 "Meg Merrilees" from Gateshead and 60146 "Peregrine" from York.

Mixed traffic locomotives on 35A that afternoon were represented, by nine V2 2-6-2s, one each from Grantham and Kings Cross and seven from New England, six B1 4-6-0s, one each from Ardsley and Ipswich and four locally based, and three Ivatt 2-6-0s which I believe were mainly used on the former Midland and Great Northern Joint line to South Lynn.

Shunting locomotives on shed were three "Jinty" 0-6-0 tanks, including one from Spital shed, two J69 0-6-0 tanks, a Sentinel, and three C12 4-4-2 tanks, which were used as North station pilots and on the Stamford branch trains from Essendine.

The major part of New England's work was on freight.

One of my main recollections of spotting trips to Peterborough is of the numerous J6 0-6-0s, which I rarely saw elsewhere; there were eleven on shed that day. The most numerous class seen on this visit were WD 2-8-0s; there were 22, mostly local but including engines from Mexborough, Colwick, Immingham and Langwith Junction. Freight super power was represented by three 9F 2-10-0s from 35A, and ex-LNER freight locomotives by six 02 2-8-0s from Doncaster and Retford, five K3 2-6-0s from Stratford, March and Colwick, and two B16 4-6-0s from York.

From New England we went to Spital shed, 35C, which stood beside the Leicester line and was just visible from North station at Peterborough; it was a former Midland depot, architecturally very similar to each of the two roundhouses at Wellingborough shed, 15A. The first engine we saw at Spital was 2-8-0 no. 48650 from Westhouses, standing outside the back entrance; my brother took a photograph of it, with one of 35C's own engines, 0-6-0 no. 44476, visible beyond it with its front end through the arch. Around the turntable inside, and in the yard outside the front entrance, there were another 24 engines. Five were London Midland Region types from the East Midlands coalfield area, and they had all presumably worked in via the Leicester line: 0-6-0s nos. 43885 and 44109 from Coalville, 0-6-0s nos. 43405 and 44161 from Toton, and 2-8-0 no. 48083 from Derby. 2-8-0 no. 48630 from Crewe South had probably arrived via the Rugby line, and 2-6-4T no. 42331 from 15C would have worked in on a Leicester passenger train.

Of Spital's home allocation, there were two B1s and 2-6-0 no. 43127 on the passenger side, as well as a J39 and seven 4Fs from the freight types which I used to see on the Northampton line, and three WDs and a "Jinty" from classes which did not seem to find their way up the Nene valley. From just down the line there were a "Jinty" and a WD from New England.

We returned home on a Northampton train departing from East station at Peterborough. My brother and I would have alighted at Irthlingborough and probably completed our

journey by bus. I have not kept a note of the engine which hauled us on our way back from our visits to the Peterborough sheds, but it was probably a B1 or a 4F from Spital.

The Barnsley Line

Paul Slater

The Midland line was not the first to link Sheffield and Barnsley, as the South Yorkshire Railway's rather roundabout line had been opened on 4 September 1854, subsequently becoming part of the Manchester, Sheffield & Lincolnshire Railway and then the Great Central. The Midland first reached Barnsley by a branch from the Sheffield - Leeds main line at Cudworth, opened on 28 June 1869.

The Midland line from Sheffield to Barnsley was built in two stages. At first it was a purely mineral line, five and a half miles in length, diverging from the main line at Wincobank Station Junction and running up the Blackburn valley, parallel to the Great Central line and only a few hundred yards to the west of it as far as Thorncliffe Ironworks. This line was opened on 30 August 1893. The second stage, an extension from Chapeltown to the Cudworth - Barnsley branch at Barnsley West Junction, was 7¾ miles in length, and made the line a through link from Sheffield to Barnsley; it was opened for goods traffic on 12 April 1897 and for passengers on 1 July of that year. The line to Barnsley began at Wincobank Station Junction, situated between the stations at Brightside and Wincobank & Meadow Hall in a part of Sheffield once notorious for epitomising the gloom and grime of heavy industry. There were stations at Ecclesfield and Chapeltown. Beyond Chapeltown station, the original line continued to Thorncliffe Ironworks, but the later extension swung north-eastwards, passing under the Great Central line in Tankersley tunnel, three quarters of a mile in length. The next station was Wentworth & Tankersley, re-named Wentworth & Hoyland Common on 1 July 1901. The Great Central line was now a little further away to the north, but still running parallel to the Midland route. After Elsecar & Hoyland station the Midland line changed direction again, turning to run north-westwards. Wombwell station was situated on the west side of the village; the Great Central also had a station at Wombwell, located to the east of the village on the line from Doncaster. The Midland line to Barnsley passed under the Great Central line from Sheffield, a little to the east of Dovecliffe station on the latter route, and then ran in an approximately northerly direction before swinging to the west and joining the branch from Cudworth at Barnsley West Junction. The distance from Sheffield to Barnsley via this route was 16 miles, over four miles shorter than the main line through Rotherham, although with steeper gradients. The Midland station at Barnsley was named Court House, and was also used by Great Central trains on the Doncaster - Penistone service; it had two platforms, a bay at the west end, and an overall roof.

A goods-only branch from Wharncliffe Branch Junction, between Wombwell and Barnsley, ran in a south-westerly direction parallel to the Great Central line from Sheffield and a short distance to the north of it. The branch served the Barrow, Rockingham and Wharncliffe collieries and a goods depot at Birdwell & Pilley; an opening date of 12 April 1897 has been given for it.

Another branch at the northern end of the line diverged at Monkspring Junction, between Wharncliffe Branch Junction and Barnsley, and connected with the Midland main line at Cudworth South Junction, it was 2 ½ miles in length, and was opened on 11 September 1899, providing an alternative through route from Sheffield to Leeds via Chapeltown, avoiding the congested junctions at Rotherham and Swinton.

The line continued to function as one of two routes between Sheffield and Barnsley throughout the time of the LMS and on into the early years of British Railways. To distinguish them from stations on former Great Central lines, Ecclesfield and Wombwell were on 25 September 1950 re-named Ecclesfield West and Wombwell West. On 18 June 1951, Wentworth and Hoyland Common station was re-named Wentworth, and Chapeltown was re-named Chapeltown South. The duplication of routes between Sheffield and Barnsley ended on 7 December 1953, when the passenger service over the former Great Central route was withdrawn. Photographs taken at around this time show Ivatt class 2 2-6-0s nos. 46500 and 46502 hauling passenger trains to and from Sheffield Midland in the vicinity of Barnsley Court House station.

The goods depot at Birdwell & Pilley closed on 13 September 1954, and the remainder of the goods-only branch from Wharncliffe Branch Junction had closed by about 1961. Wentworth station closed on 2 November 1959. A new spur to Quarry Junction at Barnsley was opened on 19 April 1960, enabling Court House station to be closed; the local passenger service between Doncaster and Penistone via Barnsley had already been withdrawn, as had the Cudworth branch service. A new service, operated by diesel multiple-units, began between Sheffield and Leeds via Barnsley and Wakefield, using the former Lancashire & Yorkshire station at Barnsley Exchange, which was refurbished. The line between Monkspring Junction and Cudworth closed on 7 September 1964, ending the use of the Sheffield - Barnsley line as an alternative route for expresses. Ecclesfield West station closed in August 1968. On 20 February 1969, Chapeltown South and Wombwell West reverted to their original names, Chapeltown and Wombwell.

During the late 1960s, when I was living in Leeds, I sometimes used the multiple-unit services from Sheffield via Barnsley. On occasions, particularly if I was returning to Leeds from a visit to my parents in Northamptonshire and, late in the evening, could get no further than Sheffield on an express, I found the all-stations journey on through Barnsley and Wakefield distinctly tedious. I remember noting that the old name, Barnsley Exchange, was still visible on the station sign there, and that north of Barnsley the colour of the station nameboards changed from Eastern Region blue to North Eastern Region orange.

Elsecar & Hoyland station was re-named Elsecar on 18 March 1971. The section of goods-only line from Chapeltown to Thorncliffe Ironworks had closed by 1973. Chapeltown station closed on 2 August 1982, and was replaced by a new station. The line gained another new station when Meadowhall Interchange was opened on 5 September 1990.

At the present time, local trains formed of "Pacer" or "Sprinter" units operate over the line to Barnsley; some continue to Wakefield and Leeds, others run over the revived Barnsley - Penistone line and on to Huddersfield. The former Exchange station at Barnsley has been transformed, with new buildings and an enclosed footbridge, and now serves as an interchange with the adjacent bus station. The name of the former Midland station lives on in the Courthouse Station Public house, adapted from the old courthouse building, and some remains of the high-level railway which once ran through Court House station can be seen in the nearby car-park. Another new development on the line is an hourly fast service between Sheffield and Leeds via Barnsley and Wakefield, supplementing the existing local services, and another one between Leeds and Nottingham. Part of the rival Great Central route from Sheffield to Barnsley has been converted into a cycleway.

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

Aug 27 66025/66119 light engine
08724, 56087, 56302 in sidings
67023 standby

Sep 1 67024, 67030 Standby
66088, 66171, 66207, 66721 Intermodal
66542, 66567 Freightliners
66127/66147 Light engine movement
66768, 66769/66725 Departmental
66770 Coal
66545 Cripples to Wabtec
66058 ?
66015 Limestone
66738 Gypsum
66749 Sand
66136 Steel

Sep 15 67030 Standby
56087, 56302 Marshgate Sidings
66414, 66513/66954 Freightliners
66162 Intermodal
66729/66766, 66769 Light engine movements
66711, 66733 Coal
66116, 66301/66302 Departmental
66137 Spoil
66097 Limestone
66158 Stone
66738 Sand
66014 Steel

Sep 22 67023, 67030 Standby
66001, 66151, 66753 Intermodal
66502, 66517, 70016/66416 Freightliners
66055/66066, 66117 Light engine movements
66711, 66720 Coal
66192 R.H.T.T. wagons
66002, 66758/66769 Departmental
66117 Rails
66013 Stone
66724 Sand
66012 Steel
66172 Limestone

Sep 29 67015 Standby
66955 West Yard
66954/66547, 66589 Freightliners
66070, 66198 Intermodal
66087 Rails
66767 Gypsum
66702, 66715, 66707 Coal
66151 R.H.T.T. wagons
660009, 66737/66741 Light engine movements
66722/66779 Departmental
66953 Cripples
66021 Slag
66136 Limestone
66724 Sand
66186 Steel
66099 Stone

Oct 6 67015 Standby
66534 West Yard
66030, 66087, 66143, 66716 Intermodal
66571, 66955 Freightliners
66094, 66066/66201/67008 Light engine movements
66114, 66735 Departmental
57316/57601 E.C.S.
66736 Coal
66106 Slag
66153 Limestone
66115 Stone
66747 Gypsum
66710 Sand
66107 Steel

Oct 8 66150 on steel train
08669, 08724, 56113 in sidings

Oct 13 67015 Standby
66055, 66094, 66156 Intermodal
66712, 66770 Coal
66009/66101 Rails
66501, 66588 Freightliners
66007/66096, 66104, 47739/60047, 66715 Light engine movements
66762 Gypsum
66776, 66777 Roberts Road
66548 Wabtec for repaired wagons
66140 Limestone
66136 Stone
66149 Departmental
37601/37610 N.R. test train
66750 Sand

- Oct 13 **Conisbrough**
 66566 Freightliner
 66172 Steel
 66707, 66760/66778 Departmental
- Oct 20 67015 Standby
 66093, 66161 Intermodal
 66514/66587, 66956 Freightliners
 66779 Coal
 66703/66769 Gypsum
 37099, 66752 Light engine movements
 66054/60096 Departmental
 66745 Sand
 66005 Steel
 66156 Slag
 66736, 66774, 66776, 66777 Roberts Road

Conisbrough

- 66094 Rails
 66778, 66717/66775 Departmental
- Oct 27 67008 Standby
 66137 Rails
 66416/66571, 66589 Freightliners
 90029 K.X. – Newcastle
 66074, 66951 Light engine movements
 66152, 66176 Intermodal
 66303, 66773 Roberts Road
 66768 Gypsum
 66005 Departmental
 66044 Limestone
 66738 Sand
 66079 Steel
 66172 Spoil
 66703, 66766 Coal

Mexborough

- 66752 Intermodal
 66745, 66775 Departmental
- Other recent sightings have been:
- Aug 13 60092 on oil train, 66617 on iron ore train and 66606 and 66622 in sidings at Barnetby
- Aug 29 66702 and 66737 at Port of Tyne
- Sep 1 66597, 66713, 66731, 66757, 66748, 66718, 37611 and 37608 at Peterborough
- Sep 13 37421 and 73963 on Measurement Train at Neville Hill
- Sep 15 66541, 66590, 66710, 66712, 66716, 66717, 66748, 66758, 66741, 66754, 66107, 66136, 66168, 66128 and 66715 at Peterborough
 37422 and 37419 on Great Yarmouth services and 68024 and 68004 on Lowestoft services at Norwich
 47815 at Potters Freight Terminal
- Sep 24 66617 and 66620 on iron ore trains at Melton Ross
- Oct 6 66752 on Tilcon at Hull
- Oct 8 66130, 66024, 66059, 08711, 66129 and 66092 at Tees Yard
- Oct 11 66726 on Tilcon at Hull
- Oct 15 66768, 66717 and 66123 at Peterborough
 66735, 66593, 66767, 66009, 66086, 66221, 70016 and 70019 in Doncaster area
- Oct 19 66762 on Tilcon at Hull

- Oct 20 66762 on Tilcon at Hull
 37608 and 37611 on Measurement Train
- Oct 21 90015, 90003, 90013, 90009, 90005, 90007, 90001 and 90002 on Norwich - Liverpool Street services
 66595 and 70004 at Shenfield
 90044, 66501, 66516, 66558 and 90049 at Ipswich
 68002 and 57303 at Norwich
 68004, 68024, 37425 and 37419 on Great Yarmouth services
 66431, 57310, 57007 and 66430 at Stowmarket
- Oct 27 The 08.30 KX / Newcastle was noted at Doncaster with DB liveried 90029 hauling the MK4 set with the DVT behind the 90 and 91106 dead on the rear of the train

Scottish Region

Recent sightings have been:

- Sep 16 90042 at Waverley
 68007 and 68023 on Fife Circle
 37100, 73968, 08472 and 08591 at Craightinny
 253, 261, 262, 268 and 272 Edinburgh Trams working

Midland Region

Recent sightings have been:

- Aug 27 37057, 66092, 66108, 68018 and 68021 at Carlisle
 68025, 37607, 66230, 66423, 66427, 66430, 66433, 68020, 66305, 66532, 66550, 66522, 66156, 66731, 66128, 70002, 37437, 37423, 37621 and 34432 at Kingmoor
- Sep 9 37413, 31409, 37069, 56312, 37611, 37116, 37219 and 37608 at Derby RSC
- Oct 6 31457 and 5631 at Derby
 92015, 66523, 66545 and 66116 at Stafford
 66187 and 66138 on Sandite train at Tamworth

Southern Region

On 8 October new Thameslink units noted at Blackfriars were 700103 on the 12.24 Bedford / Three Bridges and 700104 on the 13.59 Three Bridges / Bedford. The old order was represented by 319011 on the 12.14 Luton / Sutton. Also noted were 377215/502, 377625/437, 377706/614, 377518/512, 377515/519. 387118/113.

Railtours and Charter Trains

Locos seen on railtours and charters have been:

- Aug 27 ("The Ayr Apparent") 90020, 66108, 66092
 Aug 29 ("A Tale of Two Ports") 66755, 66735
 Oct 7 ("Cliffe Hopper") 37668, 33207
 Oct 8 ("Tees and Durham Freighter") 66083, 66115
 Oct 15 ("The Yorkshire Coast Express") 66167, 66150

Preserved Railways

Locos working at the Great Central Railway Diesel Gala on 10 September were D8098, 55019, 37714, D6535, D5185, 31105, D5830, 45041 and steam 6990 on Pullman special.

Noted at Scunthorpe Steelworks on 10 September were steam locomotive "Cranford" on tour train, 1 piloting tour train into Appleby platform, then giving cab rides, then banking tour train to Frodingham platform, 51 on train of scrap wagons, 8,701 + 8.703 on train of empty wagons, 8.708 on steel train, 8.702 light engine, 81 and 8.704 in sidings, steam locomotives 22 and 1438 in shed and 77 and steam locomotive 3138 "Hutnik" partially dismantled.

Locos used at the North Yorkshire Moors Railway Steam Gala on 1 October were 61264, 44806 as 44776, 6046, 76079 as 76038, D7628, 7822, 80136 and 76084.

Locos working at the Nene Valley Diesel Gala on 16 October were 55022 as 55007, 50008, 46045 (D182), 45041, D9523, 26007, 47765, 31271, 56081 and Rail car 1212.

Trip to London

The following were seen on a trip to London on 8 September:

Wakefield Kirkgate 66703
Peterborough 66768, 66713, 66711
Doncaster Yards 66750, 66715, 66154
Alexandra Palace 66164
Ferme Park 66074
Kings Cross 67023
Brondesbury 66026
Willesden Junction 92010, 90045/92014
Clapham Junction 66142, 66714
East Croydon 66192
St.Pancras International 373107/108, 217/218,
374401/402, 405/406, 409/410, 419/420

New units seen

Ferme Park 700005, 700105
Cricklewood 700006, 700110, 387223
East Croydon 700003, 700102-104, 108, 109, 112, 113
Clapham Junction 387204/205/207/209-219/221/
224/226/227

Trip to Peterborough

The following locos were seen on a trip to Peterborough on 27 September:

Doncaster

66301 West Yard
67015 Standby
66706 Coal
66186 Intermodal
66722 Limestone
66750, 66590 Decoy
60040 Wood yard

Peterborough

66750 GBRf depot
66067 Stabled
66516/66955, 66533, 66589, 66593 Freightliners
57303 + Caroline
66102, 66724 Sand
66165 Aggregates
66066 Plasmor blocks
66565 Tanks
66759/66758 Light engine movement
66766/729 Departmental
66091 Stone
66063, 66230, 66718, 66727, 66728, 66749,
66764 Intermodal

Egyptian Diary

There is no report from Steve, our Egyptian correspondent as he is in the UK for family reasons. He hopes to have some Egyptian news for the next magazine.

Pennine Quiz No. 166

London & North Western Region Quiz

Paul Slater

1. Under the old regional colour schemes, what colour were station signs, nameboards and totems on the London Midland Region?
2. Where was the junction for the Dunstable branch?
3. Where was the shed for the Grayrigg banking engines?
4. Where did the Bletchley – Cambridge line connect with the East Coast main line?
5. Name the preserved London & North Western 2-4-0.
6. Where was the junction for the Newport Pagnell branch?
7. Name the preserved London & North Western 2-2-2 no. 3020.
8. Give the BR number of the preserved London & North Western 7F 0-8-0.
9. Where was the shed for the Shap banking engines?
10. Where were there passing loops on a single-track section of the Bletchley – Cambridge line?
11. Give the BR number of the preserved London & North Western "Coal Tank".
12. What was the first station out of Cambridge on the line to Bletchley?
13. Name the preserved Liverpool & Manchester 0-4-2, seen in the film "The Titfield Thunderbolt".
14. Where is the headquarters of the preserved Northampton & Lamport Railway?
15. Where was the junction for the Aylesbury branch?

16. Where did the Stratford-on-Avon and Midland Junction Railway connect with the West Coast main line?
17. Name locomotive 45500.
18. In which town was Springs Bank shed?
19. Where was the West Coast main line junction for the Daventry branch?
20. Name locomotive 45501
21. In which city was Upperby shed?
22. Where did the Bletchley – Oxford line connect with the Metropolitan & Great Central Joint?
23. In which city as Farnley Junction shed?
24. Where is there a preserved station on the trackbed of the London & North Western / Great Western Joint line from Hooton to West Kirby?
25. Name locomotive 45537.

Pennine Quiz No. 165

The Answers

1. Branchcliffe East Junction (Will accept Dinnington Junc).
2. Bongrace.
3. Gadwall.
4. Barkston South.
5. 58040.
6. 1963.
7. Wellhouse.
8. 14th October 1957.
9. BREL.
10. Class 85.
11. Hungerford.
12. Railway Heritage Committee.
13. Birmingham Pullman standby set vice Blue Pullman.
14. London Midland.
15. Named City of York.
16. LMS (Was by then part of Midland Railway).
17. D0260.
18. Roberts of Wakefield.
19. Vincent Van Gough.
20. 32B.

The Winner

Congratulations to the winner – Ken King.

Pennine Meetings 2017

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 4th January 2017

Robert Hay

Wednesday 11th January 2017

Annual General Meeting

Club 39 at 19.30

Followed by 'The Slides of David Bladen'

Presented by Linda Bladen

Wednesday 18th January 2017

Glen Williamson

Wednesday 1st February 2017

Phil Lockwood and Enid Vincent

'Rails to the Arctic'

Wednesday 15th February 2017

Nick Beilby

'Scarborough Turntable & Spot Till I Drop'

Wednesday 1st March 2017

Steve Armitage

'Rail Routes from Leeds'

Wednesday 15th March 2017

Rhys Jones

Wednesday 5th April 2017

Robert Pritchard

Years at Platform 5 Part 3

Wednesday 19th April 2017

Keith Glossop

'When The Railway World was Black and White'

Wednesday 3rd May 2017

Andy Dalby Memorial Slide Competition

Wednesday 17th May 2017

Martin Fisher

Acknowledgements

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

Apologies if I have missed any contributions but I have been living away from home since the start of October.

Next Issue

The Spring 2017 issue of Trans Pennine is due for publication on Wednesday 15th March would contributors please let the coordinator have their information by no later than Wednesday 15th February. If you can, please email your contributions to david@whitlam145.freemove.co.uk. If you are posting your contributions, it would help if you could post it in instalments and not leave it all to the last day – THANK YOU.

On The Trail of Dad's Army

Susie Kearley travels along the North Norfolk Railway, and finds the locations where they shot many episodes.

Think back to the 1940s, if you can - the steam trains, the evacuations, the soldiers heading off to war. If you were alive at that time, perhaps you travelled on the North Norfolk Railway? The line was originally part of the Midland and Great Northern Joint Railway, formed in 1893. It was running as a commercial enterprise during the height of Queen Victoria's reign and well into the 20th century. However, within months of its closure in 1965, it fell into disrepair. It was rescued later that year by a team of enthusiasts. Work began on the track's restoration, and in 1967, they took delivery of two steam locomotives. The Railway gained a reputation as a nostalgic visitor attraction with enduring appeal.

Then in April 1973, a film crew arrived at Weybourne Station to film an episode of Dad's Army. Weybourne is one of the most impressive restored Victorian stations on the line. A Kitson 0-6-0 tank locomotive Colwyn, was brought in for filming, along with an old coach and decrepit wagon. The episode was called The Royal Train and it followed the usual sequence of mishaps and humour that Dad's Army fans came to expect. For visitors today, there are photos of the Dad's Army troops, short biographies of the cast, and an outline of The Royal Train story.

When they wanted to film the final sequence, the crew moved to Sheringham station, one stop up the line. Some of the troops lined up in the sidings, only to get soaked by water as the Royal Train passed.

It was a classic piece of Dad's Army history. Since these exciting beginnings, The North Norfolk Railway flourished to become a popular visitor attraction, still bursting with life in the 21st century. In 2006 it won the Railway of the Year award. I visited the railway last year with my husband, Vic. It was a week after the line's famous annual 1940s weekend. We got on at Kelling Heath station and caught the first train towards Sheringham. As the train pulled into Weybourne, we were seduced by the authentic Victorian styling of the station and decided to disembark. Oil lamps, luggage racks, old style waiting rooms, and an abundance of photos from Dad's Army, captured our imagination.

The ticket master's booth was open, and Victorian uniformed staff were on duty. Even the public toilets were early relics of Thomas Crapper's new Victorian invention, complete with a sign on the walls detailing the history of the modern toilet. The waiting room and lobby both had open fires and there was a nostalgic feel about the place. The signalman invited us into his signal box, full of authentic Victorian levers, and machines that looked like something out of a 19th century amusement park. A coal fire was there to keep him warm in the winter. We caught another steam train, 45 minutes later, to Sheringham. Upon arrival, we were struck by the 1940s decor everywhere we looked. The cafes were covered in camouflage netting, Dad's Army characters peered out of the window of the pub, and the restaurants had 1940s window dressings. There was a mock underground station, for shelter in the event of a bomb raid.

We wandered around the fascinating independent shops in the town as we headed towards the beach. The greengrocers were thriving, with three on the main street, so we decided to have a lunch of exotic fruits and settled on some sheltered rocks on the seafront to eat our food. From here, we fed the Turnstones - cute little birds running on the beach. After we had eaten, we strolled back to the train station, and took in the fire buckets and late 19th century photographs. We boarded the train and took a seat behind the driver. As the train departed to Holt, we had front row seats for our 25 minute journey through the countryside.

Holt Railway Station is out in the country and there's plenty to see. Cabins house a model railway exhibition, a shop, and a café. There's a railway museum with a particular focus on North Norfolk, a bookstore on the platform, and a Victorian lobby and waiting room. After looking over all this, we caught the last train back to Kelling Heath, where our journey began.

It was a few days later, when we travelled down country to Bressingham Steam Museum in Suffolk. As we entered the exhibition halls, we came across a series of old shops, classic vehicles, and a steam engine pumping out smoke. I noticed that Vic seemed over-excited about an old butcher's van but I didn't understand why. "All the shops are in Walmington-on-Sea", he said.

The penny dropped. Walmington-on-Sea is the location featured in Dad's Army. We were looking at Corporal Jones' butcher's van featured in the programme, and all the shop-fronts in the village were recreations of the businesses run by the Dad's Army troops. We looked inside Jones' Butchers, Frazer's Funeral Services, Captain Mainwaring's bank, the post office, toy shop, and Captain Mainwaring's office. In addition there was a mock 1940s cinema running one of the Dad's Army episodes.

A fire engine, once driven by Captain Mainwaring, stood in the centre of the street and a car used in one of the programmes was parked outside the bank. Inside the mock cinema hung uniforms worn by the troops. We decided to try them on. There was sheet music for the Dad's Army theme tune on the piano and traction engines that have appeared in episodes of the show, lined up along the walls.

Memorabilia, photos of numerous film locations, and uniforms, it all made for an enjoyable introduction to Bressingham. But there was so much more to see. Outside, we heard a carousel of horses, while inside, we headed up to the gallery to see model railways and old railway paraphernalia.

We saw old Royal Mail railway carriages dating back to early 20th century.

Looking inside, pigeonholes and mail bags dominated the scene. Outside in the sunshine, the miniature narrow gauge railway took us across countryside and back through a derelict nursery. Not the most beautiful landscape, but all part of the vintage railway experience.

The museum's glorious gardens are definitely worth a visit on a sunny day. The engine sheds showed the full scale of some of the old steam engines, compared to their modern counterparts. They were huge, and some of the examples held at Bressingham would be too heavy to run on a modern rail network. The Royal carriages were particularly interesting - we saw inside the carriages frequently used by Prince Charles when he became the Prince of Wales.

Inside the engine sheds there was a notice about 'Henry' - a galloping horse that was donated to the museum in a very sorry state. Henry's restoration was detailed in a series of photographs - with an unexpected conclusion. The board read, 'and now...' an arrow pointed to a 6 foot wooden chicken. Henry the horse has become a chicken? No, we are assured by the man in the restoration workshop that Henry is now in active service on the carousel. Bressingham holds an annual 1940s day with a Dad's Army theme. At previous events, former stars of the show have made an appearance. It might be something to return for on another day.

It's Richard Nixon on the Phone

Richard Holdsworth on the joys of owning 108 tons of machinery.

It's Richard Nixon on the phone," my secretary was saying in astonished tones. "It could be the man you have been talking to at Derby, the British Rail man... or it could be the President...".

It certainly was not the ex-President of the United States, powerful as he might be he didn't have the fate of the redundant Western Region diesel-hydraulic locomotives in his hands. "Mr Holdsworth, you are now the lucky owner of D1013, Western Ranger..." and after a slight pause, "and now your problems begin."

The above is a true account of my conversation back in 1977. And as a result I found myself the owner of 108 tons of main line locomotive, the best that British Rail ever built. And the best was being withdrawn and scrapped - someone had to save it. And that is just what I had done.

It all began when I was evacuated along with my mum and older sister to a little village in west Berkshire, within the sight and sound of the Great Western Railway. Our house was bombed in London and we stayed on as a family with my dad getting a transfer from the City and joining us and soon integrating into country life.

Naturally I joined my school mates train spotting and soon learnt that not only were the steam locomotives of the GWR - God's Wonderful Railway - the most powerful in the country but also the best.

I was still a Great Western enthusiast when I left school and worked on a local stud cattle farm before accepting an offer from Dalgety and Company to take prized animals to Australia on the deck of a cargo ship. I worked in the Outback and then on agricultural magazines, before marrying Heather, my Aussie bride, and returning to the Old Country to see, among others things, my beloved GWR. Imagine my dismay when I found that 'boxes on wheels' - diesels - had replaced the steam giants so beloved by me and my school friends.

Heather and I stayed on in England. We had built our own Volkswagen camper because we couldn't afford a new one; we toured the UK and then the Continent, perfecting the camper every time we came home to the flat opposite Clapham Common. "Make me one like yours," said a man on a campsite one day. And then another and another... clearly there was a market out there and so our lock-up garage in Clapham became our workshop, where furniture was fashioned while Heather turned the flat into the source of the soft furnishings with the help of a second-hand sewing machine.

Success followed and a move to the Thames Valley where once again the sound of the Great Western Railway filled my ears and when steam locomotive number 6000 King George V spearheaded the Return to Steam railtours. I followed, dragging Heather along with me. But wherever we went, those blessed diesels ruled and one class in particular, the Western Region's diesel-hydraulics, seemed to be getting as much attention from the current crop of train enthusiasts. One day at Swansea, after we'd travelled down behind the King from Paddington, a young lad blurted out, "That's no ordinary diesel. It's Swindon built and every bit as unique as your King. And they are cutting them up too?"

And so started a love affair with the Westerns, or Thousands as the drivers called them. A class of 74, some built at Swindon, the balance at Crewe, the Westerns were based on advanced German engineering; two Maybach fast running diesel engines (similar to those used in WWII Tiger tanks) allied to Voith hydraulic transmission. And it didn't end there.

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The bodies were not yesterday's technology with heavy frames and an engine and generator bolted on top, but stressed steel skins which gave strength with light weight.

As the number of locomotives dwindled a group of enthusiasts formed the Western Locomotive Association, dipping their hands into their pockets and setting up a fund to buy and, ultimately, operate their prize on a preserved railway. Pie in the sky? Fortunately, they attracted the attention of a professional businessman, David Ashley, who gave the dream much credibility.

The other saving grace was the men who built the locomotives at Swindon. Graham Howell was a top-class engineer and had seen the Thousands through from start to finish, while Phil Harper had been involved in the complex wiring as locomotive electrician.

One example of the class, the Crewe built D1062 Western Courier, had evaded the scrap merchants and stood on the turntable outside Swindon works. The small group put their heads together, opened the negotiations with the British Rail hierarchy in Derby and the locomotive was secured. Time for me to make my entrance. I suggested that if my motorhome business could fund a Swindon-built Western, that would complete the picture and two locos, like two heads, were better than one.

My proviso was that the WLA would look after the locomotive. Deal done and with the help of Graham and Phil, we monitored the dwindling fleet until it got down to just five locomotives. One, 01023 Western Fusilier, was earmarked for the National Collection at York; that left four stored in the redundant works at Newton Abbot. And this is where Richard Nixon came in. Not the ex-President of the United States but the man whose task it was to off-load BR's redundant stock and send out the tender forms to interested parties.

The tender form duly arrived with instructions to make ourselves known to Reg Smaile, works manager at Newton Abbott. And Heather, Graham, Phil and I discovered a smiling man who claimed to be "in the thick of it". Mr Smaile once had 500 men working for him - now it was just him and the works' cat. "Your locos are in the main shed. You can run them up while I put the kettle on."

We started on D1013 Western Ranger not because she was the first in line but had seen the very last service for British Rail, having hauled the other three up from Plymouth Laira depot. We ran up each locomotive engine, checked for oil pressures, searched air and vacuum reservoirs for leaks, examined the tyres (the wheel rims) for wear while Phil went through the miles of electrical wiring. All locos had covered in excess of one-and-a-quarter million miles on crack expresses down to the heaviest freight workings.

Finally, calculate what I was prepared to pay, fill in the dotted line and sit back and wait for the call from Richard Nixon. And the figure on the dotted line? My advisers had told me British Rail wouldn't get much more than scrap value and that is what I bid - 108 tons at the going rate of the time, around £100 a ton, plus a bit on top for their trouble.

It was a week or so later my secretary announced in those rather surprised tones, "I have Richard Nixon on the phone for you...".

And yes, Mr Nixon was right, our problems did begin but there has been as much fair weather as foul and I wouldn't have missed it for the world. Dave Ashley had helped negotiate a contract with the Dart Valley Railway for its loco and Ranger latched on to the contract - but it was not the place to be and we looked at other railways with the Severn Valley Railway and its General Manager, Michael Draper, offering a much more attractive deal.

We moved, lock, stock and barrel and that's where the two locos are to this day and can be seen in regular action. And the enthusiasts who love their boxes on wheels come in their droves. The Westerns are here to stay.

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