

TRANS PENNINE

The Magazine of the Pennine Railway Society



No 179
Spring 2017

Photos

Front Cover

The photo taken by Geoff Griffiths, was the runner-up of the Non-steam section in the David Bladen Digital Image Competition held on 21st September 2016. It shows 9F 92214 climbing out of Rothley station with a North bound mineral train for Loughborough on 31st January 2015.

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

Committee Briefs

Membership Renewal

We would like to thank all those who have renewed their subscription for 2017. It is not too late to re-join, simply send your cheque for £6 made payable to the Pennine Railway Society, to Tony Caddick, our Membership Secretary, at the address shown at the front of the magazine, or renew at a social evening. To those of you are not re-joining, this will be the final magazine you receive. In these circumstances, we thank you for your past support and hope you may consider re-joining the Pennine at some future time.

Annual General Meeting

This year's AGM was held in our new social venue, Club 39, on Wednesday 11th January. Key points from the meeting were;

Chairman's Report / Meetings Report

Robin welcomed everyone to the AGM. He spoke of a successful 2016 which included a visit to Barrow Hill. A key development was a change in venue for our social evenings from the Salutation to Club 39. The move has proved successful and popular and all future meetings should be held there in the function room (or the committee room if the function room was unavailable). Should Club 39 be unavailable on an occasion, the Railway pub would be the backup. Thanks to Geoff Griffiths for pointing us in the direction of Club 39. The speakers in 2016 were of a high standard, enjoyed by record attendances, and a full programme of events for 2017 was finalised and tabled.

A further visit to Barrow Hill has been provisionally arranged for Wednesday 29 June, subject to building work allowing.

Magazine Co-ordinator's Report

David thanked all who had submitted items for inclusion in the 2016 editions of Trans Pennine and looked forward to receiving articles, quizzes, sightings, photos and news for 2016 magazines. The date by which items should be sent to him for the next issue are always given in the current magazine. Items should preferably be sent by email or, alternatively by post in good time.

Membership Report

Tony reported that the number of members remained around the 80 mark and new members were always welcome.

Treasurer's Report

John presented a statement of the society accounts for 2016, which showed a surplus balance on £1035 (against a surplus of £1065 in 2015). The society remained financially healthy enabling membership fees for the year again remaining unchanged. The raffle continued to be a

valuable source of income (£521.50 profit in 2016), with a record evening sale of tickets recently achieved.

Website Report

Tony Booth continued to maintain the society's website, which members were invited to visit on a regular basis. All meetings were advertised on the site, and a new feature was one showing "late news".

Reports from Other Committee Members

Robin Havenhand reported that society equipment for social evenings was now securely stored at Club 39, saving on the need to transport it to every meeting

Linda reported that a new laptop was now available for digital presentations, compatible for use in Club 39. An app was also fitted which removed unwanted features appearing on the screen.

Neil reported on the success of the raffles at social evenings, with sales of tickets at record levels.

The Committee 2017

The Committee was re-elected en-bloc for 2017

Open Forum

Key points of the Open Forum were:

- a visit to Appleby Frodingham for the railway at Scunthorpe Steelworks was a possibility
- question masters at the Pennine Shield quizzes should consider a time limit on teams/individuals answering questions and should be allowed the option to use digital images for picture rounds
- meetings should be advertised on notice boards in Club 39

President's Address

Geoff thanked those who had made 2016 such a success and looked forward to another enjoyable year with the society in 2017. He made particular reference to the quality of speakers presenting at meetings.

Pennine Shield 2016

Congratulations to Dore Loco Group on winning the 2016 Pennine Shield, the railway quiz for South Yorkshire.

Felixstowe Branch Doubled

The Felixstowe branch is to be doubled to enable the capacity of the route to the container port to be increased from 33 to 47 freight trains a day. Local passenger trains from Ipswich also use the line.

Freight Changes

GB Railfreight, with a fleet of 130+ locos, operating 1000 trains a week is set to be sold by Eurotunnel, while DB Cargo is set to lose almost 900 jobs due to the dramatic decline in core markets, such as coal. Their number of locos is also set to be reduced.

Class 700 Complaints

Passengers have complained that Thameslink's Siemens "Desiro City" units are uncomfortable and lacking in facilities. Seats are hard, too close together, have no arm rests, no seat back trays and no tables in the four seat configuration in Standard Class. There is also a lack of power points. Those on longer journeys prefer Class 377 and 378s.

Designers had to build trains to run every 2.5 minutes through central London, have wide doorways, nippy acceleration and plenty of standing room.

Heritage Shunters Trust Galas 2017

Pennine member, John Wade, tells us of the Heritage Shunters Trust Galas in 2017. Events are:

3/4 June - Shunter Hunter Gala Pt 7

2/3 September - Late Summer Shunter Gala

Brakevan rides behind at least 8 ex-BR shunters. The Gala is held at Peak Rail's Rowsley site. Further details on their website heritageshunters.co.uk

Manchester Metro Expansion

A new line is to be built to Trafford Park, starting at a junction from the existing Pomona stop, with 6 new stops. The 5.5km line will increase the size of the network to 106km of route with 99 stops. Completion date is 2020/21. There are 120 trams on the system.

Intercity West Coast Franchise

The next franchise, expected to run from 2019 and to be known as the West Coast Partnership, will run trains on HS2 as well as classic intercity services on the broadly parallel West Coast Main Line.

New Transpennine Express Trains

Spanish company CAF is constructing 66 bodies for MK5a vehicles to form 13 five-vehicle sets and a spare driving car, for delivery in 2018 to operate from Liverpool – Leeds / York / Scarborough / Newcastle (and Middlesbrough from 2019). They will be hauled by DRS leased Class 68s, hired to TPE, maintained by Alstom at Longsight and Edge Hill.

TPE is also to introduce, between 2018 and 2020, 12 five-vehicle Class 397 "Civity" electric trains, built by CAF, and 19 five-vehicle Class 802 bi-mode trains, built by Hitachi Rail Europe in County Durham.

End of D-Stock

The last of 192 S-stock subsurface train for London Underground, built by Bombardier in Derby, has arrived at Ruislip depot. That means the last of the Underground's D-stock can be withdrawn.

New Merseyrail Fleet

All Merseyrail trains will be replaced by mid-2020 by a new fleet built by Stadler of Switzerland. The trains will have no conductors or guards and drivers will control the doors. There will be 52 four-car trains. RMT is not impressed!

National Express Thwarted by DB

National Express will not now be operating the German franchise to run S-Bahn services in the Nuremberg area after a challenge by DB led to a delay which would mean that trains could not be delivered by December 2018, when the contract would have begun. National Express Group has won other German operating contracts, the first of these, the Rhein-Munsterland-Express, began operating in December 2015.

Southern Rail Helps Network Rail

Takings at London Victoria's toilets have soared from £862,519 in 2014/15 to £1,394,730 in 2015/16. Southern Rail, Britain's least reliable rail operator, uses Victoria as a hub. Thousands of its services have been hit by delays and cancellations in a dispute with guards and drivers. Profits generated in local bars is not known! Following the publicity given to this, Network Rail South East Route, which manages Victoria, London Bridge, Charing Cross and Cannon Street, stopped charging the 50p to use the facilities at Victoria and Charing Cross, bringing the stations into line with London Bridge and Cannon Street.

Halton Curve

Halton curve, a 2.7km chord which connects the WCML to the north Wales coast route south of Runcorn, is to be restored. This will allow southbound trains from Liverpool to turn right and continue to Chester and north Wales via Frodsham and Helsby.

Silk Route to Barking

January saw the first freight train to make the 7,400-mile journey from Yiwu in east China to Barking with 34 vehicles carrying containers of socks, clothes, bags and suitcases. The journey will pass through Kazakhstan, Russia, Belarus, Poland, Germany, Belgium and France before using the Channel Tunnel. The trains are operated by Yiwu Timex Industrial Investment and will run once a week during a trial period. The journey will take a fortnight. Containers will have to be transferred to a selection of different vehicles due to several changes in the gauge of the railway. Cargo on the return journey will include timber, meat and wines. A similar service is running twice-weekly to Madrid via Duisburg, launched over a year ago.

The Andy Dalby Memorial Slide Competition

Each year the Society holds a slide competition for members, in memory of Andy Dalby. This year's competition will be held at the social evening on Wednesday 3rd May at Club 39, College Road, Doncaster. Anyone can enter up to 5 slides. The slides must be taken by yourself, the content must be of a railway nature including light rail and although they may have been entered before they must not have won a prize.

Please bring your slide entries on the night. It would be helpful if you could arrive before 8pm so that the meeting can start as promptly as possible. If you are unable to attend on the night, you can ask someone else to bring them for you or pass them to Linda Bladen at a prior social evening.

On the night, the audience will judge the slides and trophies and prizes will be given for 1st, 2nd and 3rd places.

Any questions should be directed to a committee member on a social evening or by email to pennine.digital@outlook.com.

Great Western Electrification

Continuing uncertainty about Network Rail finances has impacted on GW electrification with progress stalled for Oxford, Windsor, Henley, Bath and Bristol.

Italy Grabs Essex Franchise

National Express has sold its c2c franchise to Italy's Trenitalia. 20 out of 28 privatised rail franchises are now partially or wholly owned by European firms. Southern is co-owned by French firm Keolis, part of state-backed SNCF, Greater Anglia is owned by Netherland's Abellio and Arriva is owned by Germany's Deutsche Bahn. In a separate development, Dutch firm Abellio is selling 40% of its Greater Anglia franchise to Japanese company Mitsui.

Class 707s

Siemens Class 707s are due to enter service with South West Trains from April out of Waterloo, with 30 of the 5-car trains to be in service by November. They will run to Windsor & Eton Riverside, including the Hounslow Loop and Weybridge via Brentford.

D78 Train Project in Doubt

The experimental Vivarail D78 train (Class 230), formed of three converted London Underground cars equipped with diesel engines caught fire passing through Kenilworth, on the Leamington Spa to Coventry line. It had been hoped that the unit could have entered service on the London Midland route between Coventry and Nuneaton at the end of February.

Refurbished Class 321s

Refurbished Class 321s, built at the end of the 1980s for BR's Network SouthEast, have entered service with Greater Anglia. They will only have a short life span and are due to be replaced by 2020 as part of the new Abellio-owned franchise.

Tanks Through the Channel Tunnel

The British Army has successfully practised moving tanks by rail through the Channel Tunnel in a night time exercise in case it needs to quickly deploy to Eastern Europe. Soldiers sent tanks, the Warrior fighting vehicle and recovery vehicles through the Tunnel.

How Copy Pit Was Saved

By 1982 the line between Rose Grove and Todmorden was served only by a daily Immingham / Preston service and was expected to close. Then, the Burnley Building Society merged with Bradford-based Provincial Building Society to form the National & Provincial Building Society and staff were required to travel between the offices in Bradford and Burnley. An arrangement was made with BR whereby funding would be provided to support a daily train carrying building society staff and internal mail between Preston, Rose Grove and Bradford Interchange. The train, which also carried members of the public first ran on May 14th 1984. By May 1988 the service had been increased to eight trains a day and proved a renaissance of the former L&YR line.

Light Rail News

BLACKPOOL

With an end in sight to the long winter months the Heritage fleet is already up and running from now until the end of the autumn Illuminations. The standard pattern is as last year with 2 trams rostered at weekends with a more intensive service on Bank Holidays, special events and the main summer season. All details on the Blackpool Heritage TramTours website.

SHEFFIELD

The snail's pace progress on the Tramtrain project continues. However more OHL masts have appeared in the Rotherham Central area and the platform is well advanced at the Parkgate terminus. Nighttime testing of the new Vossloh Citylink cars has started again but 399204 caused chaos on 30th January when it failed at Hackenthorpe causing early delays to Blue route services until the errant car could be pushed to Halfway terminus by one of the trusty Duewag cars. The expected opening is now Summer 2018, at the earliest.

METROLINK

Testing and commissioning of the new 2nd city crossing continues and an imminent opening date is expected.

The Bridge Over The Don

Paul Slater

For years I had become used to sparing a glance for the old railway bridge across the Don as I drove along the Doncaster by-pass, but recently I noticed something different about it. At its northern end I could glimpse blue signposts, similar to the ones I had seen on the old railway line now made into a cycle track from Harby to Skellingthorpe and Lincoln; this suggested that the old bridge was now accessible on foot, and I checked the map to see how I could get to it. I knew a footpath along the bank of the river passed underneath the bridge, as I had taken a photograph of the structure when I was exploring the disused railways of the area over twenty-five years ago; but now I wanted to get on to the trackbed of the line which once ran across the bridge. From the map, it looked as if I could get on to the old line from the road between Doncaster and Sprotborough, or I could try and approach it from the other side of the river, around Hexthorpe and Warmsworth.

The line which crossed the bridge was one of the latest in the area to be built and one of the earliest to be closed; it was already an abandoned trackbed when I first saw it at the beginning of the 1970s. Its course across the flat country north of Doncaster is revealed by substantial bridges carrying minor roads over it, where the older lines made use of level crossings. It was built for goods traffic, and never carried a passenger service, although several stations were planned and partly built; the stationmasters' houses were completed, and are still lived in, large detached suburban-style villas of identical pattern which look too modern to be railway houses.

Having failed to find the former stationmaster's house at Warmsworth, or any trace of the old line there, I re-checked the map and a local railway history-book, and tried again. This time, I was successful; the house stands in the main street, next to the remains of an old railway embankment and a sign for the Warmsworth Halt Industrial Estate, while a few hundred yards further on, a memorial wheel to Yorkshire Main Colliery stands where a branch-line bridged the street and led into the mine sidings.

From Warmsworth I explored down unfamiliar side-streets until I found blue signposts similar to the ones I had seen on the bridge. I found, a suitable place to park, and set off on foot, along a cul-de-sac, over a narrow bridge which gave me my first view of two railways converging at Hexthorpe Junction, then down a lane past a cemetery. A view over the valley opened up before me, with the Bank Holiday traffic roaring along the Doncaster by-pass nearby and the bridge over the Don visible below.

I picked my way through a building site and followed a steep zig-zag down the slope of the valley side until I was on the trackbed; to my right it ended where the cutting had been filled in, but to my left it led on to the bridge.

I walked across the bridge. At the far end were the signposts I had seen from the by-pass, pointing to a footpath down a flight of steps on to the river bank below

and indicating that the trackbed of the old railway line was now part of the Trans Pennine Trail. I went down the steps and along the riverside path which I had followed many years earlier to take a photograph of the bridge. I took some more now; the new fence erected on either side of the trail where it crosses the bridge - no doubt for safety reasons - is very obvious at close range, but does not spoil the appearance of the structure when it is viewed from below. Plaques have been affixed to the base of the fence in the middle of the bridge; one has been defaced, but the other one is clear, it has the outline of a steam locomotive, the date the line was opened, 1916, and the initials of the two railway companies which jointly built it, the Hull & Barnsley and the Great Central.

I was pleased to have got a close view of this substantial piece of local railway history, and for the first time to have walked across it. I retraced my steps and toiled up the zig-zag to the lane past Hexthorpe Junction. Soon I was in the midst of the busy Bank Holiday traffic, driving north along the by-pass towards lunch and the rest of my day's outing.

February Excursion

Paul Slater

It was raining hard when my train left Piccadilly station, and the city looked drenched and gloomy; in the distance, however, I could see the sun shining on the Peak District. It had been sunny this morning as I rode through the Derbyshire hills, and it had seemed a very pleasant day for a February excursion; the sky had darkened at the approach to Manchester, and there had been bursts of heavy rain while I was in the city.

I had come to Manchester for another ride on the Metrolink. The previous year, I had explored the Broadway, branch as far as Exchange Quays; today I had travelled one stop further, to Salford Quays, stopping off at Piccadilly Gardens and St. Peter's Square to look at some sculptures which had caught my attention on my previous visit and which I wanted to photograph again, in some snaps using them as foregrounds to views of the green-and-white Metrolink trams.

At Salford Quays, the trams had run by the water's edge, past two big cranes which served as a reminder that this had once been the Port of Manchester, a busy system of docks at the head of the Manchester Ship Canal. On another winter excursion to Manchester, twenty-six years earlier, I had visited a Tudor manor-house and then walked through dismal terraced streets to the docks, where I had seen ships unloading. It was hard to believe that this was the same place. Modern buildings were everywhere - office blocks, luxury flats, restaurants, visitor centres - and paths and footbridges linked the various docks and canals. Across wide stretches of water rose futuristic shapes; other buildings were in more traditional style, some modelled on the warehouses which they had replaced. There were many seats provided for those who wished to admire the views, but on this mild and showery February day the scene was virtually deserted, and I had Salford Quays

almost to myself. I thought it an attractive place, but in the absence of people it seemed a little unreal; I could almost imagine that I was walking around a film-set for a science-fiction movie, or an epic the action of which would take place in the future. I had seen Salford, with its slum terraces and working docks, looking like a traditional industrial city; now, I saw it looking like a city of the twenty-first century, and it was strange.

After the stop at Stockport, the train ran fast to Sheffield. The rain ceased, and the sun came out. Two businesswomen sitting opposite me looked up from their folders and documents to admire a brilliant rainbow shining against the black clouds to the east; I already had my eyes on the great band of vivid colours arching above the suburban houses.

A girl came through the carriage with a trolley, and I bought tea and crisps. As I ate and drank, I enjoyed the ride through the Peak District. Often, when out watching trains in North Lincolnshire, I had snapped the "Trans Pennine Expresses" on their hourly run to Manchester; I called them the "purple trains", and in the right conditions their magenta-and-gold livery was very striking. Now, it was nice to be on board a "Trans Pennine Express", riding through a beautiful landscape dramatically lit by the low winter sun.

I looked up at the hills, and remembered the occasions I had climbed them and then sat, gazing in delight at the views down over the valleys; I thought, too, of the times I had taken my parents to Derbyshire to admire the Peak District, or had walked along the high footpaths with friends. I had travelled on this line many times, I had written a historical article about it, one of a series I had done for the Midland Railway Trust's magazine, and I had watched special steam trains in this photogenic countryside.

The sun shone golden on hills and fields and trees; if winter were always like this, I would hardly mind it at all. I was going to alight from the train at Meadowhall, and drive back to Gainsborough; by then, the moon would be shining. I looked forward to telling Chris about my February excursion.

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

Nov 3 67008 Standby
 66139 Rails
 37099, 37608 Network Rail trains
 66701, 66703, 66738 Coal
 66589/66592, 66569/66515 Freightliners
 66053, 66152, 66207 Intermodal
 37716/20312/20303, 66776 Roberts Road
 66061 Light engine
 66767 Tanks ex Port Clarence
 66135 Departmental
 66768 Sand
 66011 Spoil

Nov 3 66762 Gypsum
 66058 Limestone
 66047 Stone

Nov 10 67015 Standby
 66004, 66126 Intermodal
 66416, 66956 Freightliners
 66089 Rails
 66704, 66762 Coal
 66014, 66127 Light engine movements
 66707, 66735 Roberts Road
 66177 Departmental
 66705 Gypsum
 66015 Spoil
 66041 Limestone
 66711 Sand
 66040 Steel
 60002 Marshgate Sidings

Nov 17 67015 Standby
 66109, 66117 Intermodal
 66556/66592, 66563 Freightliners
 66054 Rails
 66183 Light engine
 66154 Spoil
 66712 Coal
 66704 Sand
 66139 Steel
 66124 Stone
 66152, 68021, 66721/66773 Departmental
 66755 Gypsum
 66558 Repaired wagons ex Wabtec

Nov 24 67015 Standby
 66128, 66175 Intermodal
 60040 Rails
 66709, 66740, 66741 Coal
 66551, 66565 Freightliners
 66089/60039, 66105, 66762, 97304 Light engine movements
 66710 Gypsum
 66015 Spoil
 66018 Departmental
 66108 Limestone
 66020 Stone
 66074 Steel

Dec 1 667015 Standby
 66572 Wagons ex Wabtec
 66004, 66086 Intermodal
 60044 Rails
 66710, 66758 Coal
 37716, 66002/66100 Departmental
 67029 E.C.S. off Kings Cross – Lincoln
 66556, 66570 Freightliners
 66020 Limestone
 66124 Stone
 66747 Sand
 60074 Steel

Dec 8 67021, 67005 Standby
 66416, 66556 Freightliners
 66025 Rails
 37716 Departmental
 66708, 66769 Coal

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Dec 8	90034 K.X. – Leeds – K.X. 66767 Roberts Road 66004, 60039, 66018 Light engine movements 46233 Norwich – York Charter 66750 Gypsum 66744, 66197 Stone 66112 Steel 66132 Limestone 66738 Sand 66175 Spoil	Jan 26	66502/66525, 66591 Freightliners 66007 Rails 66708, 66736 Coal 68021, 66185 Departmental 66014 Spoil 66152 Light engine 66705 Sand 66186 Steel 66722 Roberts Road It was so cold we were in the waiting room by 11.30
Dec 15	67013 Standby 20305/20312 Snow ploughs in West Yard 66738, 66771 Coal 66068 Rails 66007 Intermodal 66518, 66420/66955 Freightliners 66170 Spoil 66194 Departmental 66168 Limestone 66172 Stone 66121 Steel 66705 Sand 66167 Light engine	Feb 2	67029 Standby 66111, 66169 Intermodal 66542, 70020 Freightliners 66132 Rails 66708 Coal 37218 Departmental 60096 Light engine movement 66167 Spoil 66152 Stone 66711 Sand 66079 Steel 67022 Route learning 66724, 66770 Roberts Road
Dec 22	67024 Standby 66009, 66171 Intermodal 66517, 66554/66620 Freightliners 66170 Rails 66702, 66772, 66424/66707 Coal 66125 Spoil 66142/66564, 66431 Departmental 66703 Sand 66044 Steel	Feb 9	67021 Standby 66060, 66104 Intermodal 90039 Kings Cross – Leeds - Kings Cross 66572, 66591 Freightliners 66709 Coal 66077/66097 Rails 66149, 66425 Departmental 66027 Spoil 67029 Route learning 66238 Stone 66770 Sand 66151 Steel 66763 Roberts Road Azuma 800101
Jan 12	67013 Standby 66200/60092/66004 Rails 66501/66587, 66540 Freightliners 66068 Intermodal 66704 Coal 66200, 68021 Departmental 66024, 66060, 66119, 60095, 56078/56105, 66750, 66622 Light engine movements 66138 Limestone 66075 Steel 66765 Sand	Feb 16	67024 Standby 67022 Route learning 66511, 70020 Freightliners 66041, 66104, 66128 Intermodal 66750 Gypsum 66704, 66709 Coal 66162/66198 Rails 66426, 66745 Departmental 66183 Light engine 66091 Spoil 66741 Sand 66094 Stone 66086 Steel 800001/800002, 800101
Jan 19	67024 Standby 60091 Rails 66704, 66708 Coal 66557, 66590/66955 Freightliners 56078, 60066, Light engine movements 66020, 66039 Intermodal 66115, 68021 Departmental 90036 Kings Cross - Leeds – Kings Cross 66112 Limestone 66770 Sand 66152 Spoil 66084 Stone 66199 Steel 66728 Gypsum 20096, 20314, 20905, 20107 Roberts Road		Recent sightings at Mexborough have been: Nov 3 66086 Rails 66761 Intermodal 66773, 66703/66709/66775 Departmental
Jan 26	67016 Standby 66015, 66027 Intermodal	Nov 10	66745, 66741/66773 Departmental 66162 Rails 66091, 66754 Light engine movements

Nov 17 66750 Departmental
66103 Rails

Nov 24 66122 Rails
66745, 66757/66775 Departmental

Dec 1 66109 Rails
66100/60007/66016, 66047 Light engine
movements
66751 Coal
66775, 66776/66722 Departmental
66757 Intermodal

Dec 8 66069 Light engine
66776, 66778 Departmental
66130 Rails

Dec 22 66124 Light engine
66708/66752/66760, 66701/66722 Departmental

Jan 19 66051/66169, 66143, 56078 Light engine
movements
66775, 66776/66745 Departmental
66055 Rails

Jan 26 66092 Light engine
66061 Rails
66745, 66775 Departmental

Feb 2 66238/66160/6059/60092 Toton to Doncaster
66775, 66760/66745 Departmental
66183 Rails

Feb 9 66066 Rails
66745, 66776/66727 Departmental
66079, 66139/66027 Light engine movements

Other recent sightings have been:

Oct 29 37716 and 68003 on Sandite train at Hull

Nov 4 66704 on Tilcon at Hull

Nov 11 68002 and 68024 on Norwich – Yarmouth
services

Nov 17 66430 and 66302 on Sandite train at Ely
90011 and 90001 at Crown Point
37405 and 68024 in Norwich sidings
37419 and 37422 on Norwich – Yarmouth
ervices
68002 and 68005 on Norwich – Yarmouth
services
90002, 90003, 90005, 90006, 90007, 90012 and
90013 on Norwich – Liverpool Street services
66763 and 66771 on Freightliner at Peterborough

Nov 18 66749 on Tilcon at Hull
37610 and 37059 on Measurement train at
Doncaster
90029 on 07.35 Kings Cross - Leeds

Nov 23 66769 on Tilcon at Hull
66404 and 60017 at Tyne Yard

Dec 28 90034 on 10.15 Leeds – Kings Cross
66727, 66702, 66705, 66706, 66765 and 26007 at
Peterborough

Jan 13 37175 and 97302 on Measurement train at
Doncaster

Jan 17 68005 and 68017 on Norwich – Yarmouth
services

Jan 27 66715 on Tilcon at Hull

Jan 28 66701 on coal train at Gainsborough

Feb 2 66705, 66742, 66776 and 66760 at Peterborough
90002, 90005, 90008, 90007, 90006, 90010,
90015, 90003 and 90016 on Norwich – Liverpool
Street services
68024, 57002, 57005 and 37405 in Norwich
sidings
37423 and 37419 on Norwich – Yarmouth
services
68021 and 68016 on Norwich – Yarmouth
services
37116 and 37421 on overhead inspection train

Southern Region

Recent sightings have been:

Nov 4 66771 at Clapham Junction

Nov 6 68008, 68010 and 68015 on Chiltern services

Nov 29 66778, 66757, 66012, 66097, 66207, 66186,
66082, 66757, 66745 and 66111 at Hoo Junction

66126, 66088 and 66070 at Hither Green

Recent sightings of the Saturday Slade Green / Doncaster
Wabtec EMU train have seen:

Jan 7 66749/465928

Jan 21 66730/465912

Jan 28 66762/465005

With changes happening fast on the Thameslink route a
short trip on 14 January saw 700017 12.10 Bedford /
Brighton, 700023 11.54 Bedford / Three Bridges. the
dwindling old order saw 319012/423, 319373/444 and
319006/436 on Sutton Loop services. An added bonus
was recently delivered Croydon Tramlink Variobahn 2564
at Wimbledon.

Midland Region

Recent sightings have been:

Jan 13 66594 at Stockport

66717, 66171 and 70006 on Freightliner at Crewe

66197 and 66198 at Warrington

70008, 66722 and 08502 at Ditton

Jan 18 67008 on Manchester Picc. – Holyhead service

Scottish Region

Recent sightings have been:

Nov 10 68017 and 68004 on Fife Circle trains

Nov 23 08472, 73970, 08596 and 66722 at Craigentenny

90046 and 67008 at Edinburgh Waverley

68007 and 68017 on Fife Circle trains

Jan 17 68007 and 68024 on Fife Circle trains

Feb 3 68022 and 68007 on Fife Circle trains

90046 and 67003 at Edinburgh Waverley

47739 at Craigentenny

Edinburgh Trams 251, 252, 255, 258, 265, 266,

271, 272, 275 and 276 working

Railtours and Charter Trains

Locos seen on railtours and charters have been:

- Oct 25 ("Scarborough Spa Express") 45699
- Oct 26 ("Scarborough Spa Express") 47802
- Oct 27 ("Scarborough Spa Express") 45690
- Oct 29 ("The Humber Vogue") 66030 and 66168
- Nov 11 ("The Andover Fist") 66079 and 66086
(terminated at Eastleigh to be re-run on 8 April)
- Dec 17 ("Yuletide East Yorkshireman") D1015
- Dec 29 ("Old Father Thames") 66177 and 66019
- Jan 14 ("The Mersey Weaver II") 66056 and 66182

Preserved Railways

Locos working at the Mid Hants Steam Gala on 22 October were 43106, 76017, 46100, 53809, 41312, 92212, 45379, 33053 and 08377.
Locos used at the Great Central Railway Steam Gala on 28 January were 30541, 78018, 70013, 6990, 5305, 47406, 46521, 777 and 92214.

Pennine Quiz No. 167

Pennine Shield Quiz Questions over the years Part 4.

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

1. On 5th March 1935, an A3 pacific hauling a test train officially recorded 108mph on Stoke Bank. The test train was a trial for the forthcoming streamliner trains. Name the A3.
2. Which steam loco has the distinction of being the ast to receive a general repair at Doncaster plant for main line work?
3. Doncaster plant works was opened by the Great Northern Railway in which year?
4. Where was Jubilee 45704 Leviathan built?
5. The GWR main line through Dawlish opened in 1847 as what type of railway?
6. Give the number of EE Type4 involved in The Great Train Robbery of August 1963?
7. London Underground changed the format of the Circle Line diverting trains off the original Circle to terminate / start at Hammersmith. Where do trains leave the original Circle Line?
8. What does RAIB stand for?
9. On August 19th 2016 The Night Tube started on the London Underground. Name the first two lines to convert to running a 24hour service?
10. Name HST power car 43002.
11. Give the Shed code for Grantham in 1960?
12. When the Master Cutler and Sheffield Pullmans ran between Sheffield and Kings Cross, in which year did the Sheffield terminus change from Victoria to Midland?

13. Name Battle of Britain Pacific 34051.
14. 50 Derby Heavyweight DMUs were delivered to BR Eastern Region, E50000 to E50049. They all had Leyland engines fitted apart from E50000; which had engines supplied by whom?
15. Hull Trains belongs to which transport group?
16. HS2 is planned to use the site of which original station for its station in Birmingham City Centre. Name it:
17. The Irish Mail celebrated its centenary in which year?
18. Name Castle 4096
19. What event happened at The Great Central Railway Ruddington site on 15th November 2014?
20. Name Warship D831.

Pennine Quiz No. 166

The Answers

1. Maroon
2. Leighton Buzzard
3. Oxenholme
4. Sandy
5. Hardwicke
6. Wolverton
7. Cornwall
8. 49395
9. Tebay
10. Willington, Blunham
11. 58926
12. Lord's Bridge
13. Lion
14. Pitsford & Brampton
15. Cheddington
16. Blisworth
17. Patriot
18. Wigan
19. Weedon
20. St. Dunstan's
21. Carlisle
22. Verney Junction
23. Leeds
24. Hadlow Road
25. Private E. Sykes, V.C.

The Winner

Congratulations to the winner – John Dewing.

Pennine Meetings 2017

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

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

Wednesday 7th June 2017

Brian Longbone

'Revisiting Doncaster'

Wednesday 21st June 2017

Trefor Evans

Wednesday 28th June 2017

Barrow Hill?

Wednesday 5th July 2017

To be confirmed

Wednesday 19th July 2017

John Zabernik

'Prototype HST Update'

Acknowledgements

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Next Issue

The Summer 2017 issue of Trans Pennine is due for publication on Wednesday 21st June would contributors please let the coordinator have their information by no later than Wednesday 17th May. If you can, please email your contributions to david@whitlam145.freeserve.co.uk. If you are posting your contributions, it would help if you could post it in instalments and not leave it all to the last day – THANK YOU.

Postcard from Hampshire

Bob Barton follows the River Test, along the old 'Sprat & Winkle', on foot and bicycle.

'You're approaching the Strong Country' proclaimed large hoardings in the 1950s as rail travellers steamed through this pastoral county. The colourful murals weren't advertising the prowess of local men but ales and stouts from Romsey's Strong & Co brewery. Sadly, its beers and many of the county's railway tracks have gone forever. The brewery closed in 1981 after 120 years, while the former London and South Western Railway (LSWR) line from Andover to Romsey, known fondly as the 'Sprat and Winkle' ceased in 1964. Thanks to the foresight of local councils, however, much of the route survives as the 44-mile Test Way path. I was determined to trace it on foot and by bike.

It follows the Test Valley, with its pretty villages and countryside. This is one of England's greatest trout rivers, revered by fly-fishermen everywhere. Its crystal clear waters weave, in multiple streams and rivulets, over lush floodplain in its determination to reach the sea. Some of the old rail stations survive as private houses. I was admiring one, former Longparish station, when the lady owner came out for a chat. She told me she had lived there since the 1960s. Her son, she recalled, would often meet his friends in the station approach to tinker with a Ford Popular. I wonder if he realised that, during World War II, the same approach was busy with soldiers loading ammunition trains from the large military storage depot nearby? In the run-up to the Normandy Landings, Hampshire was a vast 'aircraft carrier' for Allied troops. Passenger trains on this section of track to Fullerton Junction - known as the Nile Valley Railway - had ceased as long ago as 1931. The adjoining Sprat & Winkle struggled on another 33 years. The carriage of goods - eels to market, coal and straw for the area's strawberry fields - was not a money-spinner either. Most passengers were aboard specials heading for the beach on summer Saturdays.

The village of Wherwell might be mistaken as a training school for thatchers; such is the abundance of thatched roofs. Many houses have quirky embellishments, including a pair of ornate pheasants made of reed, perching at chimney level. The village still has its Home Guard club, a Union Jack proudly fluttering outside. The club's previous corrugated iron building has been replaced by a brick one, and the Home Guard platoon was disbanded years ago but the link with history remains. Nearby, a long timber footbridge snakes across the Test. In the USA this would be called a boardwalk. It crosses such an expanse of water I half expected to find a ship moored at the end of it. At Longstock I jumped on my bike as the path becomes suitable for cycling. As I rode, mesmerising rows of silver birches flashed past, rekindling the effect passengers once experienced from a moving train.

Stockbridge is a handsome town, its wide main street lined with art galleries, craft and tea-shops. Seven streams criss-cross the high street and eagle-eyed shoppers can spot trout

in the waters. This was originally a staging point for cattle drovers. Welsh drovers once guided their livestock over the river on their long trudge to markets in Farnham or Maidstone. My old copy of the Shell Book of English Villages mentions an inn sign which advertised in the Welsh language. English translation: 'Worthwhile grass, pleasant pasture, good beer, comfortable shelter'. I made a careful search but, alas, could find neither inn nor sign. Crossing the reed-beds of Stockbridge Common, there is a disused canal lock. Looking somewhat out of place, this belonged to the Southampton to Andover canal. The Sprat & Winkle was built right on top of the navigation. I reached Horsebridge, where the owner of the old station is clearly a railway enthusiast. It looks like the last train departed only yesterday. Resplendent with signals, signal-box, station canopies and a carriage, only the tracks are missing. Nearby King's Somborne boasts a rare craftsman, Mr Oxley, who is a cane and rush basket-maker. Watching him deftly thread the canes, creating sturdy baskets from what is basically a pile of twigs, is a sight to behold. His shop resembles an upturned basket. At Mottisfont the posts of level crossing gates are slowly being camouflaged by woodland. Old platforms have been made into a garden feature, while their concrete edging has been rearranged to make a driveway for the adjacent station cottages. Mottisfont Abbey, with its drawing room mural by Rex Whistler and rose garden of national importance, is looked after by the National Trust. At the dissolution, Henry VIII gave the abbey to his friend the Lord Chamberlain. In exchange, the king got the villages of Paddington and Chelsea. A good deal. Ian Fleming was a visitor while having an affair with the owner's wife, Maud Russell. A few miles south is Romsey and another mansion, Broadlands, once Lord Louis Mountbatten's home. Whitchurch is one of those rare towns, changed little since the stage-coach era. It has a Queen Anne-style town hall and numerous inns, foremost of which is the White Hart. The Reverend Charles Kingsley, author of *The Water Babies*, stayed there on a fishing holiday in the 1860s. He commented on the decorative dining room ceiling (still there) and is quoted thus: 'I have had such a jolly day, the lamb chops are so good, and there is such a sponge bath in my room'. One of the fastest stage-coaches of its day, the *Telegraph*, called regularly on its 170-mile run from London to Exeter. It took a mere 17 hours. Another literary figure who has frequented the inn is Richard Adams, local author of *Watership Down*, set hereabouts. Whitchurch is said to be the largest town in England with no traffic lights. But it does host the annual Hampshire Potato Day each January. This fair attracts people from miles around who can choose from the world's largest selection of seed potatoes. What drew me to Whitchurch was not the absence of traffic lights, nor the humble potato. The town has one of only six working silk mills in the country, surrounded by rushing channels of the River Test. You walk above the cast-iron waterwheel that once turned the looms (it is no longer used). Satin and taffeta is still woven here, as it has been since the 19th century, using Lancashire-made looms.

Film and TV producers, from Harry Potter to Lord of the Rings, make use of its material. A lady called Marie is the sole weaver at present. Now the mother of two sons, she has worked there on-and-off since age 16. "I am still learning the nuances of the looms," she said. "You need to understand every sound they are telling you". The mill opens daily except Monday and has a cosy café. What have I got to complete my brief introduction to Hampshire? The answer is sweet Fanny Adams. The grave of Fanny Adams can be found in Alton and has a sad story attached. Young Fanny was murdered, age eight, and butchered by a local solicitor's clerk, Frederick Baker, on a summer's day in 1867. Baker was arrested the same evening, found guilty and hanged at Winchester on Christmas Eve. When new rations were introduced shortly after in the Royal Navy, they were widely derided. The phrase 'sweet Fanny Adams' fitted the bill as a slang term for nothing at all. The poor girl's grave is still visited by many, and flowers are often left by anonymous passers-by.

Yorkshire Steam Dies

Keith Widdowson recorded the death throes of steam in Yorkshire in the autumn of 1967. And he remembers it all in minute detail.

During that summer of 1967, steam sheds in the former North Eastern Region of British Railways were closing one after the other, like a row of dominoes going down. Manningham (Bradford) in April, and then Wakefield in June, with York becoming diesel-only the same month. By July just three, Holbeck (Leeds), Low Moor (Bradford) and Normanton remained, with others in the coalfields of Durham and East Midlands not doing passenger work. With Leeds Central having closed in the April, resulting in the cessation of the steam operated Wakefield / Bradford portions, there was little incentive to entice 'haulage bashers' such as myself to the area. For those readers unfamiliar with such terminology I should explain. There were many strains of enthusiasm for the steam locomotive back in the 1960s. It was easy enough to photograph or 'cop' the steam locomotive - it was far more difficult for a haulage-bashing enthusiast who had to snare their prey while 'on the move' in other words working a passenger train. One of the few remaining trains where steam power could be guaranteed was the Calder Valley routed 02.10 York / Manchester mails service, which, during that June, I used on several occasions, en route to the steam saturated London Midland Region (LMR). From the following month, after the cessation of steam on the Southern Region, a notable increase in 'clientele' from the south helped swell the numbers participating in this nightly charade at worryingly overcrowded meetings. By alighting at Hebden Bridge at 05.05 you could, after waiting 23 minutes catch the opposite way 'sometimes' steam-worked 04.20 Manchester / York. But only one coach was provided for prospective passengers. On one occasion information as to the locomotive which was to

take over at Halifax (upon reversal) coupled with a not required tank on it at Normanton, meant I had to abandon any attempt at finding even standing space on the train. I headed south to Sheffield that morning and after a two hour wait at the Midland station travelled out on what had become the sole remaining steam departure from the city, the 07.06 for Leeds. With nothing worth hanging around for, I left Yorkshire that day over the now famous scenic Settle / Carlisle route with one of Holbeck's remaining Jubilees, 45593 Koihapur, working a Summer Saturday Birmingham / Glasgow service.

By that August the allocation of steam within the North Eastern Region had diminished to a mere 124. The LNER examples including just four Q6s, seven J27s and three B1s. Only the latter, all subsequently reallocated to Low Moor, survived beyond the start of September.

So now, the last weekend of steam passenger trains in Yorkshire. In September I travelled from King's Cross up to York to connect with the last steam worked (from Normanton) 02.10 York / Manchester. An hour's walk around York was endured before the stock for the 02.10 departure was platformed. There at the head, filling the air with her obnoxious fumes, was D258 an English Electric Type 4 diesel, nicknamed 'Long Pong' for obvious reasons. I can't remember there being many, if any, enthusiasts on board, although the situation changed dramatically upon arrival into Normanton with the expected 'invasion' of chasers materialised.

What steam, on this final night, was to take us the 22 mile s to Halifax? LMS 2-6-4T 42689, a locomotive I had never seen in my travels, was the answer. Where had she been hiding? Subsequent research revealed her to be an ex-Scottish Fairburn, which, upon arrival within the NER, had spent several months being transferred between various sheds, ending up at Low Moor in her final month. That was a good start to the visit which was further improved by a required Edge Hill's 45287 taking over at Halifax. So Hebden Bridge was alighted at for the last time - a regular 'Splutterbug' (a steam follower's derogatory term for a Sulzer Type 2 diesel, derived from the erratic rasping noise emitting from their exhaust) on the eastbound York taking me back to Normanton.

With nothing noted in my book as to what took over there (I can only presume it to be another diesel), I headed the 10 miles south to Cudworth and boarded the last steam train out of Sheffield, the 07.06 for Leeds City, with a lost-looking Lostock Hall (Preston) Black 544971 in charge. We were all hoping that the two remaining Jubilees, Alberta and Kolhapur, might have been turned out. Perhaps the authorities didn't want to draw attention to themselves in having taken so long to eliminate steam. With nothing happening at Leeds we all went over to Bradford for what was to be the highlight of the day. The Low Moor foreman sent out one of his three recently acquired LNER B1s, a resplendent 61306, for the 09.55 departure out of Bradford Exchange. This was Britain's final steam operated prestige train, the Yorkshire Pullman. The silver service white coated car attendants made an unexpected cash haul that morning with all of us enthusiasts having to pay the necessary 3s 6d supplement.

A signal delayed 9½ mile run over to Leeds City was then done with a maximum of 54½mph near Bramley giving us a seven minute late arrival into Leeds. The starter course of soup not being served until all us anorak clientele had got out at Leeds. To fill in time prior to the next expected steam working I made a couple of fill in trips to and from Wakefield, reaping runs with 4 diesels (three Peaks and a Brush 4) noting, when passing Holbeck, Black 5 44902 (of Carlisle Kingmoor) and the two 'missing' miscreant Jubilee's Alberta and Kolhapur in light steam.

A Great Western intruder, in the form of privately owned 4-6-0 7029 Clun Castle was also evident in the area whilst working a railtour. Holbeck's Black 5 45428, scrubbed up for the occasion was turned out for the 14.20 Leeds City to Bradford Exchange returning presumably light engine to work the 13.25 Kings Cross / Bradford Exchange forward ex Leeds City at 16.50.

Darkness was now falling and I cut my losses and went over to Preston for the evening's entertainments - two trains (Blackpool and Liverpool) which entered railway folklore the following August, by becoming Britain's last steam hauled public services. And so it was all over. The few steam movements the next day culminated in Low Moor's 42152 working the final portion - the 16.18 departure out of Bradford Exchange. The following Monday saw Low Moor shed close and Holbeck and Normanton lose their steam allocations.

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