

# TRANS PENNINE

**The Magazine of the Pennine Railway Society**



**No 180**  
**Summer 2017**

## **Photos**

### **Front Cover**

The photo taken by Glyn Gossan, was the winner of the Andy Dalby Memorial Competition held on 3rd May 2017. It shows a Transpennine Manchester Airport to Cleethorpes service leaving Hathersage in December 2016.

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

### Visit to Barrow Hill Cancelled

Please note the Society visit to Barrow Hill, provisionally arranged for Wednesday 28 June, has had to be cancelled. This is due to the major renovations currently being undertaken at Barrow Hill not being completed and it would not be safe to visit the site. We hope to visit Barrow Hill in 2018.

### Andy Dalby Memorial Slide Competition

Congratulations to Glyn Gossan on winning the Andy Dalby Trophy, our annual slide competition. Glyn also won 2nd and 3rd place prizes (and for good measure his other two slides were voted into 4th and 5th place). Thanks to Linda Bladen for her organisation on the night, to Nick Dalby for presenting the prizes and to those who entered slides. A total of 40 slides were entered. Details of the winning slides are:

**1st** Transpennine Manchester Airport to Cleethorpes service leaving Hathersage in December 2016

**2nd** 7017 and 832 at Cottesford with 16.55 Bishops Lydeard to Minehead on 6th June 2015

**3rd** 34081 at Quarry Crossing with a Swanage to Corfe Castle freight on 1st April 2017

### Settle and Carlisle

In advance of the re-opening of the Appleby - Carlisle line at the end of March following a yearlong closure due to a landslide at Eden Brows, between Carlisle and Armathwaite, steam locomotive 60163 "Tornado" hauled scheduled services with 8 vehicles between Skipton and Appleby on three days in February (with a Class 67 in support) (£17.70 return). Tickets were sold out and there could be no standing passengers.

The full service between Leeds and Carlisle opened on 31 March, launched by a train hauled by "Flying Scotsman".

### Silk Road Journey from Essex

10 April saw 66136 haul the first train, with 32 containers, from Stanford-le-Hope (London Gateway) to Yiwu, eastern China, a trip of 18 days. The DB Cargo loco went through the Channel Tunnel to France and on to Belgium and Germany. InterRail will pull the cargo through Poland, Belarus, Russia and Kazakhstan. The service carried British goods such as whisky, soft drinks, vitamins, medicines and baby products on the 7,456-mile journey. The service is part of China's "one belt, one road" programme aimed at reviving the ancient Silk Road trading routes with the West.

### D-Train (230001)

Funding has been withdrawn by West Midlands Combined Authority for D-Train trials in service. A faulty fuel line on the converted Underground train was the basic cause of a fire on board in December.

### Rail Ale

Ten favourites for a trackside tipple:

Sheffield Tap - the restored Edwardian Refreshment Room and Dining Rooms with an on-site microbrewery  
Hamilton Hall, London Liverpool Street - named after Lord Claud Hamilton, chairman of the Great Eastern Railway Company which built the station. A Wetherspoon set in the ballroom of the old Great Eastern Hotel  
Corrour Station House, Highlands - the highest station in the UK (1339ft above sea level). On the Glasgow Queen Street - Fort William and Mallaig line. Set on the edge of Rannoch Moor with no road access. There is a B&B in the former signalbox

The Centurion, Newcastle Central - originally built as an opulent lounge for first-class passengers, then used by BT Police as holding cells. Sports Bar for fans of Newcastle Utd

York Tap - a revamp of the former station tea rooms

The Booking Office, St Pancras - the former ticket hall.

Part of the St Pancras Renaissance Hotel. Chairman Skinner advises that there is an inspiring but pricey cocktail menu but perhaps not the place for a swift half before the train and suggests the prices might be out of the range of fellow committee members who should use the Betjeman Arms nearby

Salybridge Buffet Bar - dating from 1885 this Victorian boozier still has the original marble bar, ornate ceiling and open fire. Collection of original paraphernalia  
Old Station Restaurant, Spean Bridge, Highlands - on the West Highland Line with a great range of malt whiskies and Scottish artisan gins. Commandos in World War II started their training here. Only 33 minutes from Corrour. Closes during winter

Station Bistro Restaurant, Wymondham - a proper station buffet with a bistro bar modelled on a waiting room and a railway carriage restaurant with First Class seats and overhead luggage racks

The Codsall Station - serves real ale from the local Holden brewery in Dudley. The old stationmaster's house and waiting room

However, the most famous station bar is Carnforth, used in the film Brief Encounter. Fully restored to its 1940s glory. Closes at 4pm.

### Bubble Burst

Chiltern's "Bubble Cars" which run on the local line between Princes Risborough and Aylesbury were due to make final journeys on 19 May. Both Class 120s will be sold.

## Midland Main Line Electrification

All work on the plan to electrify all the route from Bedford to Sheffield has been again put on hold, except for electrification to Corby from Kettering. The line from Kettering North Jcn to Corby has already been redoubled to allow more frequent services to run after electrification has been completed.

## East Midlands Franchise

The three bidders short-listed for the next East Midlands franchise are Arriva, a joint venture between FirstGroup and the Italian state railway operator Trenitalia and the incumbent Stagecoach, which has run the franchise since it began in November 2007. The new contract will start between July 2018 and March 2019.

## Greater Anglia Hires More Trains

Whilst refurbishment of existing trains is taking place, Greater Anglia has leased 10 more ex-Network SouthEast Class 321s, 8 of which will be retained and refurbished as part of its permanent fleet until all its rolling stock is replaced by new Bombardier and Stadler fleets in 2019 and 2020.

## Kirkham & Wesham

A third platform is to be installed at Kirkham & Wesham, between Preston and Blackpool as part of the project to electrify the line to Blackpool North. Launch of electric services is due March 2018. The traditional signalbox will be demolished with train control in the area transferred to Manchester ROC. There will be up to 8 services a day to and from London from Kirkham.

## Freight Paths Released

The downward trend in railfreight traffic has led to the release of 4,702 paths across the country. However, due to the growth in construction and intermodal freight traffic, 1,000 of them have been reserved for freight in the future.

## Wolverton Works

It has been confirmed that demolition of Wolverton works can go ahead. The current owner, property developer St Modwen, is planning to build homes and create "employment space". However, the Chinese Railway Rolling Stock Corporation is said to be carrying out due diligence with tenants Knorr Bremse to bid for HS2 rolling stock contracts, which could offer a last-minute lifeline. Class 319s cascaded from Thameslink are currently stored at Wolverton and Wolverton has been the home of the vehicles which form the Royal Trains for many years.

## Franchise Update

The South West franchise has been awarded to MTR, a Chinese state-owned (through the Hong Kong government) operator which operates Hong Kong's Mass Transit Railway metro system, in partnership with FirstGroup, from August 2017, replacing Stagecoach which had held the franchise for commuter services into Waterloo for over 20 years.

Franchises now in foreign hands include:

Germany (Arriva - part of German state-owned Deutsche Bahn) - Chiltern, Cross Country, Grand Central, Northern, Tyne & Wear Metro, Wales & Borders, London Overground

Italy (c2c, part of state-backed Trenitalia) - Essex Thameside

China (MTR) - South West (with FirstGroup)

France (Govia, jointly owned by Keolis, which is controlled by French government and the UK's Go-Ahead Group) - Southern, South Eastern, Gatwick Express, Thameslink, Docklands Light Railway, London Midland Netherlands (Abellio, Dutch state company) - Greater Anglia, ScotRail, Eurostar

In addition, Heathrow Express is owned by a consortium of foreign investors including China, Qatar and Singapore wealth funds.

## Did You Know

The first franchised train service to run was the 05.10 Twickenham - Waterloo on 4 February 1996, run by Stagecoach owned SWT. The first service should have been the 01.50 Fishguard Harbour - London, becoming a franchised train at 02.00, run by First's Great Western franchise, but engineering work in south Wales meant its first service was a rail replacement bus (which ran late!).

## End of Coal Power

When West Burton A coal power station was switched off the National Grid at 10.50pm on Thursday 20 April 2017, it became the first time without electricity made using coal since Holborn, the world's first coal-fired power station, opened in 1882. Barring an energy emergency, no electricity will be made in future with coal.

## West Coast Partnership Franchise

French state operator SNCF has joined Stagecoach and Virgin in a consortium bidding to run the West Coast Partnership, due to start in 2019 and is also intended to run trains on Phase 1 of HS2 from 2026. SNCF will have 30%, Virgin 20% and Stagecoach 50%. Initial rolling stock for HS2 will be for 60 trains suitable for the existing network as well as Phase 1 of HS2 between London and Birmingham. Trains will be maintained at a dedicated depot at Washwood Heath in Birmingham on the site formerly occupied by Alstom.

## Metro Operators

The concession to operate trams in Birmingham and Wolverhampton will not be awarded again when the present contract with National Express Group ends in October 2018. Control of Midland Metro will pass to Transport for West Midlands. This will mark the exit of National Express from rail transport in Britain. The contract held by DB Regio to run Tyne & Wear Metro has ceased and will now be in public control (Nexus) for at least two years.

## GWML Progress

The first Hitachi Intercity Express has run on test under diesel power to Swansea in preparation for entry into service this autumn. The first section of the Thames Valley between Stockley Bridge Jcn, west of Hayes & Harlington, and Maidenhead has been energised. Stockley had been the limit of electrification from Paddington installed for Heathrow Express and the advance to Maidenhead is now the first section of the GWML to be permanently energised alongside the old limit. Services can now be operated by Class 387s. This will be extended to Didcot Parkway in January 2018, while Elizabeth line trains will start to run on the route between London and Reading by the end of 2019. Electrification from Didcot to Oxford has been postponed indefinitely on the grounds of cost.

## The David Bladen Digital Image Competition

This year the digital image competition will be held on Wednesday 20th September. Last year we trialled a different format where we had separate steam and non-steam categories. It was agreed all round that this format worked and so we will once again have first and second prizes for the best steam image and also first and second prizes for the best non-steam image. Each person can enter up to 5 images in total, which can be any mix of steam and non-steam images. If you cannot attend on the night you can still enter the competition. You must have taken the images yourself and the content must be of a railway nature (including light rail). The audience will again judge the images on the night. ALL images MUST be passed to Linda Bladen by Monday 18th September. We cannot accept any after that as there will not be time to rename them and merge them into a show. There are a number of ways to pass the images to Linda: By email to [pennine.digital@outlook.com](mailto:pennine.digital@outlook.com)  
On a memory stick\*\*  
On a DVD\*\*  
On your camera's memory card\*\*  
\*\*Linda will bring her laptop to the meetings on 16th August and 6th September. If you bring your memory stick/DVD/memory card on one of those nights your images can be copied directly then. If you email your images, Linda will always reply so if you don't get a reply please contact her because we may

not have received your images. Please also keep an eye on your email inbox as Linda may email a question to you about your images.

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

Please don't worry about the size of the image. If it requires to be resized to show properly, Linda will do that. If anyone has any questions, please either see Linda at a meeting or email your question to [pennine.digital@outlook.com](mailto:pennine.digital@outlook.com).

## Light Rail News

### BLACKPOOL

An official visit around Rigby Road depot and workshops on Saturday 29th April saw: - Standard 147 returned from a loan to Beamish museum now awaiting a complete repaint, Open boat 230 awaiting a rewire and Brush car 621 in the electrical compound. In the heritage workshop were open boat car 227 in the final stages of an internal refurb and rewire, open balcony standard 143 undergoing restoration. In the paint shop millenium car 718 was being treated to a repaint in the original green/cream livery as applied to cars 707/709 when rebuilt from traditional balloon cars in the late 90s. Ironically 718 never wore these colours as since its rebuild the car has always carried all over adverts. To celebrate the 80th anniversary of the Brush cars 621, the first of the class, is to be returned to running order and treated to a repaint in 1950s livery. Hopefully the car will be completed in time for the annual September anniversary weekend.

### SHEFFIELD SUPERTRAM

Since the last TRANS PENNINE driver training has finally commenced on the new class 399 citylink tramtrains. 399207 was observed at Meadowhall Interchange on 15th May. The new connection from Supertram at Meadowhall South to the old GC line at Tinsley was installed over the Easter weekend. Installation of OHLE equipment continues with the temporary closure of College Road bridge at Rotherham Central station now underway.

### METROLINK

KeolisAmey, a joint venture of the French public transport operator Keolis and infrastructure management company Amey will take over the Manchester Metrolink concession in July when the present contract with RATP Dev and MPT ends. The contract will run for up to 10 years. Unsuccessful bidders included National Express, Transdev and RATP Dev. The 2nd City crossing opened on 26th February. The new line diverts from the existing network at a remodelled St Peters Square before turning left into Princess Street and Cross Street before reaching the already opened extension at Exchange Square then joining the existing network again outside Victoria station. It is fair to say that Manchester city centre is now thronging with trams and looks very European as a result. Other cities such as Leeds must look on with envy.

## The Halesowen Branch

**Paul Slater**

The branch from Northfield to Halesowen was a curious little line on the rural fringes of the Birmingham conurbation, jointly owned by the Midland Railway and the Great Western. It has now disappeared, but it had several unusual features, and in its final years it attracted considerable attention.

The Halesowen branch diverged from the Birmingham - Gloucester main line at Halesowen Junction, shown on some maps as Northfield Junction, about a mile to the south of Northfield Station. The branch was single track, and crossed pleasant countryside to the east of the Clent Hills. There was a station and passing loop at Rubery, the line then climbing steeply at 1 in 60 to a summit followed by an even steeper descent at 1 in 50 to a level crossing at Frankley and the line's most notable physical feature, the delightfully named Dowry Dell viaduct. This spanned a small wooded valley and was a slender steel trestle of eight piers, which imposed severe weight limitations on the line. There was a second station at the tiny village of Hunnington, and then the line, descending again at 1 in 50, heading in a north-westerly direction, turned slightly east of north and after a brief rise, came down at 1 in 85 to Halesowen station and an end-on junction with the Great Western branch from Old Hill on the Birmingham - Worcester line.

An important addition to the line was the Austin motor works at Longbridge, situated a quarter of a mile from the Birmingham - Gloucester main line near Halesowen Junction; this factory came to dominate passenger traffic over the Northfield - Halesowen branch. The first siding for the works, and a platform on the branch, were opened in 1915, followed two years later by a platform on the main line.

Train operations over the Northfield - Halesowen branch were influenced by the line's joint ownership and the small intermediate population served as well as by the presence of the Austin factory and the weight restrictions caused by Dowry Dell viaduct. Great Western locomotives worked throughout between Old Hill and Northfield, whereas Midland engines worked only south of Halesowen. Banking engines were sometimes needed on the steep climb out of Halesowen.

Regular passenger services between Halesowen and Northfield ceased as early as 1919, and they only ran for a further eight years on the purely Great Western section between Halesowen and Old Hill. Workmen's trains to Longbridge continued to run, normally hauled by Great Western pannier tanks; a photograph taken in 1939 shows 0-6-0PT no. 2718 crossing Dowry Dell viaduct with a train of six Great Western clerestory coaches.

In the late 1950s the line was featured in some magazine articles and television programmes. A particular source of interest was the use of elderly Midland 2F 0-6-0s on the branch goods trains, as they – along with the smaller types of Western Region pannier tank – were among the few locomotives to meet the weight restrictions over Dowry

Dell viaduct. For many years up to 1949 a few of the last Kirtley double-framed 0-6-0s were retained at Bournville shed for these duties. When they were withdrawn, rebuilt Johnson 0-6-0s took over. In 1958 a television programme showed 58138 of Bournville shed heading a short goods train at Halesowen, and pointed out that pannier tanks worked through from Old Hill to Longbridge on workmen's trains; the 2F was later seen taking its train slowly over Dowry Dell viaduct, and the old engine made a most attractive picture crossing the spindly trestle above the treetops. In 1959 another television programme showed a Stephenson Locomotive Society special train on the branch, hauled by 2F 0-6-0 no. 58271, and banked by no. 58167 out of Halesowen. The train was shown labouring upgrade, the Midland signalbox at Hunnington was seen, and then the train was shown passing through the yard at the Longbridge works.

I never saw the branch in operation myself, although I read of the use of the 2Fs. I visited Bournville shed in August 1959, and one 2F was there, no. 58168. There were several 3F and 4F 0-6-0s and 2P 4-4-0s at the shed, which had very much a Midland atmosphere.

The workmen's trains between Old Hill and Longbridge were withdrawn on 1 September 1958, and those between Halesowen and Northfield on 4 January 1960, when the service was cut back from Halesowen to Rubery; this truncated operation ceased on 6 January 1964, and the branch finally closed. Dowry Dell viaduct was demolished in 1965. The eastern end of the branch was retained as a goods-only spur from Halesowen Junction to the motor works, and on the main line a little to the north of Halesowen Junction, a new station at Longbridge became a stop for Redditch trains.

## Around the edge of the Peak

**Paul Slater**

The starting-point for my rail journey around the edge of the Peak in March 1990 was the newly opened station of Tutbury and Hatton. Its two platforms were staggered, one on each side of a level-crossing over the busy A50, which was here the main street of Hatton, just on the Derbyshire side of the River Dove. Tutbury Crossing signal box, still with its maroon London Midland Region name board and its semaphores gave some traditional atmosphere to the new station.

Factories and warehouses surrounded the station, but after a very short distance the Derby-Crewe 'Super Sprinter' on which I was travelling was running through open countryside, the ruins of Tutbury Castle making an impressive sight on the hilltop to the south of the line.

Two signal boxes of North Staffordshire pattern were passed at Scropton and Sudbury, then after a few more miles of fast running along the Dove valley the train was slowing for its first stop since Tutbury, Uttoxeter.

This was once the junction for Ashbourne, and had an engine shed (5F), but there was not much for me to see apart from a modern signal box, some disused sidings, and

the rather forlorn station on the edge of the town close by the racecourse.

Uttoxeter was where I boarded the train on my only previous journey on this line. Then it was a hot summer day and the 'Sprinter' on which I rode to Crewe was grossly overcrowded, so I much preferred my present ride from Tutbury on a cool spring day, the two carriages only moderately well filled.

Beyond Uttoxeter the line left the valley of the Dove and the countryside became more undulating; I found it easy to imagine the hills of the Peak District not far away to the north. I glimpsed the course of the Great Northern's Stafford branch curving away to the south.

The North Staffordshire signal box by the level-crossing at Leigh, deep in the countryside, was still in use, but the two I had photographed only a couple of years earlier at Cresswell and Stallington were now gone.

The next stop was Blythe Bridge, where once I rode alongside the Derby - Crewe line on a steam train of the Foxfield Light Railway, and here the rural scene began to give way to the built-up area of the Potteries. A cluster of the bottle-shaped kilns once so characteristic of the area could be seen from Longton station, and in fact belonged to a pottery museum.

I alighted at Stoke-on-Trent. Once the hub of the North Staffordshire Railway, it was still an important junction, served by Inter-City trains to Manchester, Birmingham and London as well as by the Derby - Crewe 'Sprinters'. The engine-shed (5D) which I visited in 1958 had gone, but on the day of my ride from Tutbury there were several locomotives in the vicinity of the station as well as coal and steel trains passing through. Although signalled by modern colour-lights, the station kept something of its traditional appearance as it was still spanned by an overall roof.

I rode from Stoke to Macclesfield on a Birmingham - Manchester Inter-City train hauled by a class 87 electric. At first the line side scenery was industrial and urbanised, but beyond Kidsgrove the train sped into open country. I found the swift ride below the western edge of the Peak very enjoyable.

At first the view was dominated by the hill of Mow Cop and its sham ruin, then The Cloud rose steeply to the east of the railway. The line crossed and re-crossed the Macclesfield Canal, and for a short time rode high above the Dane valley on a fine viaduct. The great communications tower on Crocker Hill caught my eye, and the upland countryside was still close to the railway when the brakes came on for the Macclesfield stop.

Macclesfield was as far as I was travelling; the next stop would be Stockport within the Manchester conurbation and some way from the hills. Macclesfield was a modern station with three platforms, fairly spartan in appearance but attractively sited on a hillside, with church spires and towers crowning the heights around, and the streets of the town centre just below.

There was time for a quick lunch in the town and some railway photography at the station, then I was retracing my journey around the edge of the Peak, behind an 87 on a

Manchester - Birmingham Inter-City as far as Stoke and then on a 'Sprinter' to Tutbury and Hatton.

## Pennine Observer Notes

### Eastern Region

Recent sightings at Doncaster have been:

- Mar 2 67030 Standby  
56087/56113, 60021 C.H.S.  
90019 Kings Cross - Leeds - Kings Cross  
66589 wagons for repair at Wabtec  
66420/66557, 66594 Freightliners  
66142, 66122, 66762 Intermodal  
66721 Departmental  
66746, 66755, 66777, 66778 Roberts Road  
66120, 66138/66027 Rails  
66733 Light engine  
67008 Route learning  
66050 Stone  
66763 Sand  
66002 Spoil  
66098 Steel
- Mar 9 66037 Rails  
66517, 66556 Freightliners  
66750 Coal  
66746 Gypsum  
66078, 66053, 66161, 66724 Intermodal  
66001, 66422/66426, 66773 Departmental  
67030 dragging failed 91115  
43198 West Yard  
66102/67005, 60056, 67008 Light engine movements  
67022 Route learning  
66013 Limestone  
66035 Stone  
60063 Spoil  
66708 Sand

Wires down in Retford / Newark area once again no East Coast Main Line trains through for three hours, the only one was an HST which had been diverted via Lincoln

- Mar 16 67021 Standby  
56078/56087 West Yard  
66011, 66177 Intermodal  
66004 Rails  
90039 KX - Leeds - KX  
66562, 66543/66596 Freightliners  
66714 Coal  
66080, 66422, 66735/66774 Departmental  
66702, 73966 Light engine movements  
66100 Limestone  
66708 Sand  
67008 Route learning  
67003 dragging failed 91124  
66176 Stone  
66115 Steel  
66206 Spoil

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Mar 23 67003 Standby  
56087/56078 C.H.S.  
66165 Rails  
66053, 66086, 66183, 66771 Intermodal  
66517, 66420/66539 Freightliners  
76084 + support coach 35457  
90019 Leeds – KX  
66730, 66746 Coal  
66422, 66750, 66047 Departmental  
67008 Route learning  
66769 Sand  
66091 Stone  
66106 Steel  
66192 Spoil

Mar 30 67003 Standby  
67008 Route learning  
67007, 56094 Light engine movements  
66001, 66426, 66701/66704, 66741 Departmental  
66517, 66565 Freightliners  
66054, 66086, 66184 Intermodal  
66702, 66757 Coal  
56078, 56087, 56113 C.H.S.  
66710 Sand  
66140 Spoil  
66131 Steel  
66238 Rails

Apr 6 67003 Standby  
67007 Light engine  
66198, 66199 Intermodal  
66122 Rails  
66542/66589, 66952 Freightliners  
90029 Leeds - Kings Cross  
57316/57601 E.C.S. to Ely  
59003, 66704, 66779 Roberts Road  
66746 Sand  
66115 Steel  
66102 Stone  
66069 Spoil  
66422 Departmental

Apr 13 67030 Standby  
67007 Route learner  
66019 Rails  
66538, 70010 Freightliners  
66090, 66726 Intermodal  
66715, 66736 Coal  
66054/66080, 66745/66766, 66426 Departmental  
90019 Leeds – Kings Cross  
66035 Stone  
66723 Sand  
66059 Steel  
60074 Spoil  
Tornado was on Roberts Road

Apr 27 67030 Standby  
66002, 66118, 66168 Intermodal  
66549, 66543/66517 Freightliners  
66773/66739, 66717, 66766 Coal  
56094, 66432 C.H.S.  
60103 + support coach 99953  
66090 Rails  
66068, 66426, 66773, 66599 Departmental

Apr 27 66200 Stone  
66750 Sand  
66066 Steel  
66120 Spoil

May 4 67030 Standby  
66420, 66563 Freightliners  
66169 Rails  
37057/37099 Network Rail test train  
66075, 66199 Intermodal  
90039 Leeds – Kings Cross  
66552, 66572, 66565, 66127, 66703 Light engine movements  
67007 Route learner  
66167 Stone  
66762 Sand  
66735 Coal  
66426, 66701 Departmental  
56302 C.H.S.  
66751, 60163 Roberts Road

May 11 67030 Standby  
66564, 66572 Freightliners  
66070, 66019, 66186, 66773 Intermodal  
60100 Rails  
66090, 66434 Departmental  
66701, 66511/66544 Light engine movements  
67007 Route learning  
66722 Sand  
66012/66084 Steel  
66168 Spoil  
66723 Coal  
60056 C.H.S.  
90029 Leeds – K.X.

May 25 67018 Standby  
66517 West Yard  
66025, 66037, 66140 Intermodal  
66414, 66599 Freightliners  
90029 Leeds – Kings Cross  
60007, 66087, 66509, 66710 Light engine movements  
66007, 66090, 66432, 66952, 66712, 66732  
Departmentals  
67024 Route learner  
60066 Spoil  
66716 Sand  
66150 Steel  
66735 Coal  
66067 Stone

Recent sightings on the Gainsborough – Barnetby line have been:

Feb 19 66127 on ballast train  
Mar 2 66004 on ballast train  
Mar 5 66148 on biomass train  
Mar 29 66702 on coal train  
Apr 15 67007 light engine  
Other recent sightings have been:  
Mar 2 66184 Light engine and 66078 Rails at Mexborough  
Mar 5 66773, 66777 and 66704 at Roberts Road  
Mar 10 37603 on Measurement Train at Doncaster  
60054 on freight at Rotherham

Mar 10 90034 on KX – Leeds  
 Mar 11 90019 on KX – Leeds  
 Mar 16 66721 on Tilcon at Hull  
 Apr 6 66775, 67008 Light engines, 66606 Cement, 66119 Rails and 68006 Aggregates at Swinton  
 Apr 9 66764, 66754, 66730, 66705, 66755, 66735, 66730, 66731, 66737 and 66718 at Peterborough 66727, 66776, 66765, 66766 and 66758 in Doncaster area  
 Apr 12 66526 on freightliner at Ely 68018 and 68019 on Norwich – Lowestoft 37419 and 37425 on Norwich - Yarmouth  
 Apr 21 66604 and 37605 at York  
 Apr 29 37254+37057 on Network Rail train at Misterton 66769 on Tilcon at Hull 68024, 68025, 66432 and 66436 at York  
 May 3 66749 on Tilcon at Hull  
 May 4 68027 Departmental at Swinton  
 May 6 56302, 70816, 66739, 66731, 66715, 66717 and 66593 at Doncaster 66729, 66725, 66728, 66760, 66719, 66765 and 66703 at Peterborough 67016 and 66076 at Kings Cross

Nottingham trams seen on 16 February were 202, 203, 206, 207, 212, 220, 221, 226, 232, 234, 236, and 237 at Wilkinson Street and 225 and 233 outside depot.

With the recent announcement of the new Anglia franchise and the plan to replace all the current fleet the Membership Secretary took a trip to the Southminster branch on 1 April and had 321348/365 10.55 Liverpool St / Southend Vic, 321441 11.36 Wickford / Southminster, 321445 12.56 Southminster / Wickford, 321431/317 13.10 Southend Vic / Liverpool St and 321437 13.30 Southend Vic / Liverpool St. Soon to be replaced with new class 345 units 315833/837/843/844/858 were noted on Liverpool St / Brentwood services.

## Midland Region

Recent sightings have been:

Mar 3 Midland Metro trams working were 17, 19, 20, 21, 23, 24, 26-28, 30, 32, 34-36  
 Mar 5 66526, 66540 and 66560 at Saltley  
 Mar 10 68002, 70015, 66206, 57309, 56303, 47712 and 47192 at Crewe 66012, 66587, 66560, 66590, 66588, 66301, 66424, 66751 and 66774 at Stafford  
 Mar 11 66954, 86632, 86605, 66614, 66610, 56302, 47816, 56096, 56113, 56105, 47811, 86628, 66955, 90046, 70013, 90042, 86607, 86637, 90047, 66526 and 90050 at Crewe Basford Hall 66067, 90037, 66078, 90028 and 66117 at Warrington  
 Mar 15 08914, 66114, 66747 and 66702 at Liverpool Edge Hill  
 Mar 16 66502 and 90047 at Stockport 66520, 66522, 66540 and 66601 at Eales Sidings 66554, 66418, 66431, 70015, 66165, 66167 and 45407 with support coach at Crewe 66561 and 66569 at Liverpool Parkway

Apr 15 With replacements on the horizon a couple of hours riding the increasingly tatty looking GN 313 EMUs on Moorgate services saw 313018/024, 064/123, 057/058, 043/036, 042/054, 029/041 and 046/063.  
 May 6 Eurostars 3008, 4017 and 4010 at St Pancras 700009 and 700011 on Thameslink services

## Scottish Region

Recent sightings have been:

Mar 18 47739, 73968, 73966, 73961, 08472, 08596 and 92108 at Craigentenny 66082 and 66187 at Millerhill  
 Apr 13 73971 at Craigentenny 92074 and 67020 at Edinburgh Waverley 68017 and 68004 on Fife Circle Edinburgh trams working were 251, 254-257, 259-263, 265, 267, 268, 272 and 274

## Southern Region

Recent sightings have been:

Apr 7 66735 on freight at Clapham Jcn  
 Apr 8 47848, 47812, 66590, 66501, 66516, 66538, 66540, 66594, 66590, 08785, 08873 and 70011 in Southampton area 66119, 66162, 66732, 66850, 66847, 73141, 66513 and 70020 at Eastleigh

## Western Region

Recent sightings have been:

May 5 67022 and 67006 at Newton Abbot on Victoria / Truro Pullman  
 May 6 34046 masquerading as 34052 "LORD DOWDING" and 46100 "ROYAL SCOT" on a westbound charter at Exeter St Davids  
 May 7 Working on the Dartmouth Steam Railway was GWR 4200 tank 4277 "HERCULES"

The membership Secretary used a Thames Branches Day Renger on 13 May to travel on two required branches. He travelled on 165120 11.38 Maidenhead / Marlow and 12.06 return and 165130 12.50 Twyford / Henley-on-Thames and 13.24 return. Viewing the ongoing GWML electrification works he says it is fairly obvious that compared to the flimsy ECML wires the equipment installed here is almost bomb proof.

## Railtours and Charter Trains

Locos seen on railtours and charters have been:

Mar 4 ("The Bristol Docker") 66076, 66090, 66135  
 Mar 11 ("The Waste Train") 66002 and 66125  
 Mar 18 ("Bound for Craigy") 43300, 43083, 08472  
 Mar 31 – Apr 1 ("The Everywhere Again Train") 37716, 37069, 01547 (at Long Marston)  
 Apr 8 ("The Andover Fist") 66165, 66005  
 Apr 29 ("The York Moors Explorer") 68022  
 May 6 ("The Hull & Leeds Executive") 68022, D9009



## Preserved Railways

Locos working at the Keighley and Worth Valley Steam Gala on 3 March were 13065, 45212, 85, 1054, 75078, 5820, 90733, 61064 and 1704.

Locos used at the Severn Valley Railway Spring Diesel Festival on 18 – 20 May were D9551, 50007, 50031, D1015, D1062, D8568, 20189, 20205, 31271, 33035, 33108, 45041, 45060, 47192, 47828, 50008, 55022, 60100, 66771, 73107, 73965, 88003 and 319290 on brake van rides at Highley. On the following day (Mixed Traction Day) the locos working were 33108, 45041, 47828, 50008, 50031, 50049, D1015 and steam 7714, 43106 and 1501.

## Trips to London

The following were seen on a trip to London on 7 March:  
Wakefield 66569

Doncaster area 66162, 66031, 66714, 66715, 66742, 66773  
Doncaster West Yard 60047, 43198 on a low loader  
Peterborough 66731, 66741, 66592

Kings Cross 67021

Denmark Hill 73963/73964, 66051, 66067, 66088, 59202  
Clapham Junction 66065, 66749

Eurostars at St. Pancras 374009/010/015/016

Clapham Junction 707003/005

Gatex units 387202/204/206/207/209/211/213/215-  
222/225-227

East Croydon 700005/010/014/045/101/102/104/106-  
108/112-114

Blackfriars 700002/003/005-007/016/018/020/021/023/  
025/027/031/103/115

The following were seen on a trip to London on 18 May:

Wakefield 66020

Knottingley 66122

Doncaster 67016

Doncaster Yards 66119, 66149, 66736, 66761, 66090,  
66712

Peterborough 66096, 66702, 66753, 66768, 66778

Kings Cross 67021, 90029

Spa Road Jct 66114, 66121

Ferme Park 66027 units 700011/012/035

Denmark Hill 70805, 66846, 66113, 66772, 66774, 66023,  
66065, 66119, 66168, 59102, 66076, 66711,  
67005/67006

Lewisham 66006

St.Pancras 60034, 374021/22

## Trip to Stafford

The following locos were seen on a trip to Stafford on 20 April:

66080, 66102 Cars

66003, 66065, 66705, 70020, 90028/90037 Intermodal  
37259/37602 Nuclear flasks

68014 Departmental

37403, 56113/56302, 66007, 66745 Light engine  
movements

66597 + 4 track machines

66044 Stone

66509, 66517, 66532, 66544, 66566, 66567, 66568,  
86608/86610, 90042, 90046/90048 Freightliners

### Enroute

Moorthorpe 66414 Freightliner

Derby 56303 Stabled

Burton 66238 Intermodal

Tamworth 20311/20314/20096/20107 + underground  
stock, 60063 Tanks

Sheffield 66623 Cement

Masborough 66137 Steel

Roberts Road 66704, 66723, 66767

Doncaster C.H.S. 56094, 66426

Doncaster standby 67016

## Memories

40 years have passed since my first trip with the Pennine, almost to the date 7th May 1977. I applied many times previously to go on trips but found in the post that the trip was fully booked, I kept on trying and eventually managed to get myself booked on a trip, so I arrived at Doncaster station to meet Pennine members of the day to go on the "Humber side Tour". Hull was our first port of call so to speak with a visit to Botanic Gardens, followed with a liquid lunch. Then across the Humber to New Holland. onward to Immingham MPD, finally Frodingham MPD. Classes noted were as follows, 03s 4, 08s 18, 20s 14, 25s 1, 31s 25, 37s 13, 40s 4 and 47s 18. Almost 100 locos of various types with 24 cops, not a bad day! No coaching stock or DMUs noted on the day, or the ferry boat that we travelled on. This was the first of many great days out with the Pennine, thank you for some wonderful memories.

Best regards, the Egyptian correspondent in exile!

## Pennine Quiz No. 168

### Engine Sheds

From the Engine Shed Society courtesy of Norman Dunkley and Tony Booth

1. A West Midlands river, plus a weight, gives an MR shed mainly for freight.
2. In Cumbria's our destination, to see the weight in operation.
3. On the L&Y is this seaside site, which isn't North and isn't right.
4. In Devon there's a building on the land, with a fitting to help it stand.
5. On the S&D it might appear, there's no warning for clearance here.
6. On the SR in Cornwall it may appear that the tonnage of the span is here.
7. On the GN an instrument you spot, is it French or Tenor? Maybe not.
8. On the Midland Line not too far, where folk are sleeping in their car.

9. To the GE now we trot, arrived and pontoon we have got.
10. This GE shed it would appear, will come around once every year.
11. This LNW shed could ask you why, you asked which car you ought to buy.
12. To the GN now we veer, The prof is starting fishing here.
13. On the NE is this place, for folks with bad marks on their face.
14. To Newcastle now we trot, Is it cold? No it is not.
15. In Northumberland it may appear, The Princess Royal's in prison here.
16. On to Nottingham we speed, it sounds we're very sick indeed.
17. Because a weight may well be here, to support Villa it would appear.
18. On the SR London beat, where you got your hands upon the meat.
19. Ordnance Survey present here, while direction and a track appear.
20. In Cumbria does the cox this shout, to oarsmen, to tell them to go flat out.
21. On the NE a Midland shed we find, with an old King placed behind.
22. An LNW shed which you may agree, say's Imran's not in the first three.
23. Lois Lane actress present here, with a large church it would appear.
24. This MR shed brings me to mind, with a weight attached behind.

## Pennine Quiz No. 167

### The Answers

1. 2750 PAPYRUS.
2. 60009 Union of South Africa.
3. 1853.
4. Crewe 4/5/1936.
5. Atmospheric.
6. D326.
7. Edgware Road.
8. Rail Accident Investigation Branch.
9. Central and Victoria.
10. Sir Kenneth Grange.
11. 34F.
12. 4th October 1965.
13. Winston Churchill.
14. Rolls Royce.
15. First Group.
16. Curzon Street.
17. 1948.
18. Highclere Castle.
19. 41001 came back into traffic as the first working preserved HST power car.
20. Monarch.

### The Winner

Congratulations to the winner – Ian Shenton.

## 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 each month.

### Wednesday 21st June 2017

Trefor Evans

### Wednesday 5th July 2017

John Law  
'The late Les Flint'

### Wednesday 19th July 2017

John Zabernik  
'Prototype HST Update'

### Wednesday 2nd August 2017

The slides of Peter Fox Part 5  
Presented by Andy Barclay

### Wednesday 16th August 2017

Geoff Griffiths

### Wednesday 6th September 2017

Robin Havenhand

### Wednesday 20th September 2017

#### David Bladen Digital Image Competition

### Wednesday 4th October 2017

Bob Gwynne  
Associate Curator, Collections and Research,  
National Railway Museum

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## Next Issue

The Autumn 2017 issue of Trans Pennine is due for publication on Wednesday 20th September would contributors please let the coordinator have their information by no later than Wednesday 16th August. If you can, please email your contributions to (Please note new address) [david.whitlam145@gmail.com](mailto:david.whitlam145@gmail.com). 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.