

TRANS PENNINE

The Magazine of the Pennine Railway Society



No 182 Winter 2017

Photos

Front Cover

The photo taken by Rhys Jones, was the winner of the Steam section of the David Bladen Digital Image Competition held on 20th September 2017.

Calendar

The photo taken by Robert Pritchard, was the winner of the Non-steam section of the David Bladen Digital Image Competition held on 20th September 2017.

Details of both photos, along with the runner-ups, can be found in the Committee Briefs on the next page.

Committee Briefs

Season's Greetings

The Committee of the Pennine Railway Society join together in wishing all our members a Merry Christmas and Happy New Year. We thank you for your friendship and support in 2017.

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 2018.

Calendar

A free 2018 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 10 January - Annual General Meeting

Wednesday 19 September - The David Bladen Digital Image Competition

Wednesday 5 December - The Pennine Shield (Railway Quiz with Dore Loco Group)

Wednesday 19 December - Members' Digital Images Night

Social Evenings

You are reminded that our social evenings are held on the 1st and 3rd Wednesday of every month in Club 39, 39 College Road, Waterdale, Doncaster DN1 3JH. Our private room is on the first floor, with its own bar. Meetings start at 8pm prompt and all are welcome, including non-members. The programme for early 2018 is shown elsewhere in this magazine.

Annual General Meeting

Our AGM will be held on Wednesday 10 January 2018 in Club 39. This is the opportunity for you, our members, to have a say in the running of the Society and form a plan of events for 2018. The AGM will be followed by a Presentation of slides taken by David Bladen.

The programme will be:

19.00 - 19.30 - arrive

19.30 - start

19.30 - 20.00 - brief reports from each committee member

20.00 - 20.10 - break

20.10 - 20.30 - questions / comments from members, re-election of the committee and President's Address

20.30 - 20.45 - break + sale of raffle tickets

20.45 - 22.00 - Presentation by Linda Bladen of slides taken by David + raffle draw

22.00 - Close

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

Digital Image Competition

The Digital Image Competition, staged in memory of David Bladen, was held on 20th September. The results were as follows:

Steam (winner) Rhys Jones Leander 45690 at Edge Hill cutting on the Liverpool to Holyhead line

Steam (runner-up) Geoff Griffiths 35028 at Twerton near Bath

Non-Steam (winner) Robert Pritchard
ZSSK (Slovak state railways) 350.020 is seen near Štrba on the main east-west route across Slovakia with train R606 10.08 Košice - Bratislava on 1 May 2017. These busy trains load to 13 coaches, as seen here

Non-Steam (runner-up) Robert Pritchard
ZSSK (Slovak state railways) 757.002 passes Strečno castle, between Vrútky and Žilina in central Slovakia, with train R942, the 07.34 Banská Bystrica – Žilina on 30 April 2017

Congratulations to the winners, and thanks to all who entered images (a total of 80 images were entered). A special thank you to Linda Bladen for her hard and skilful work in organising this very successful and popular evening.

Did You Know?

In December 1970 British Rail took out a patent for a "flying saucer" (UK patent number 1310990), full specification published in March 1973. The inventor was Charles Osmond Frederick, a nuclear engineer who had worked for the UK Atomic Energy Authority. It was to be powered by nuclear fusion, be more than 100ft in diameter and capable of carrying passengers. Nuclear fusion was to be initiated by high-powered lasers, which had not been achieved at the time the patent was applied for. No progress was made, and the patent was allowed to lapse in 1976.

Barking Riverside

A 4.5km extension of London Overground to Barking Riverside is to be built, an extension of the existing Gospel Oak to Barking route. Services should be running in 2021.

Top Train Trips

Ten spectacular journeys:

The Cinque Terre, Italy: five Unesco-listed villages across the steep Ligurian coast are connected by this railway, connecting La Spezia and Genoa. Two-hour journey
Harz Mountain Railway, Germany: a privately-run railway in a forested mountain range between Hanover and Leipzig. Charismatic old steam locos work the service which links Wernigerode and Quedlinburg in the north and Nordhausen in the south. Wernigerode has the largest engine shed and trains rumble down the street. 90-minute journey

The Golden Pass Railway, Switzerland: climbs from Montreux up to Gstaad, over the pass behind it and down again, unravelling Lake Geneva. Over the top, change trains at Zweisimmen down to Spiez on Lake Thun.

Three-hour journey

The Achensee Bahn, Austria: the oldest steam cog railway in Europe, up the mountain to the lake at Achensee. Steam engines with boilers angled to cope with the slope. 50-minute journey

The Bohinj Railway, Slovenia: built by Austro-Hungarians seeking a route to Slovenia's lakes and Italy's vineyards. Links Jesenice by the Austrian border with Nova Gorica on the border with Italy. Enters the valley of the Soca river, where recent Narnia films were made. Two-hour journey

The Flamsbana, Norway: Flam is at the head of Aurlandsfjord where ferries from Bergen dock. The Flam railway is one of the steepest in the world. At the top is Myrdal where passengers connect with the mainline to get back to Bergen. 55-minute journey

Fort William to Mallaig: the route hosts the Jacobite, the only scheduled steam-hauled service in the UK. Crosses landmark Glenfinnan Viaduct and enters Mallaig through spectacular coastal scenery out across the sound of Arisaig. 75-minute journey

Ashford to Hastings: the two-coach Marshlink trundle, crossing the flats of Romney Marshes, passes Rye, a fortified medieval town perched on a hill, to Hastings, home to the Foyle's War series. 40-minute journey

The Little Yellow Train, France: Le Petit Train Jaune runs up the flank of the Pyrenees to Latour-de-Carol on the border with Spain. It starts at Villefranche de Conflent before climbing through 19 tunnels to the highest station in France (La Bolquere) at 1593 metres. Some rolling stock dates back to the early 1900s including open carriages in summer. Three-hour journey

Inlandsbanan, Sweden: a day long trip from Gällivare to Ostersund in summer through one of the world's wildest stretches of track, crossing the Arctic Circle and travelling through 700 miles of forest. Has a "weather permitting" stop in the timetable, allowing passengers to have a swim. 13-hour journey

Train Sets

Two main rivals in building trains, France's Alstom and Germany's Siemens, have come together to form a European champion to take on the Chinese. It is described as a merger of equals, but Siemens looks to be the better business, with profitable high-speed trains and signals, including assets once owned by Britain's Invensys. Siemens may have the larger stake in the joint enterprise, but Alstom boss Henri Poupart-Lafarge will run the company which will have headquarters in France. Canada's Bombardier, which builds trains in Britain, will be a minnow in a world of giants.

Thameslink Farewell to Class 319s

The last Class 319s have run on the Thameslink line between Bedford and Brighton after almost 30 years of service, replaced by Class 700s. Many 319s are now in service in the north of England where some are being converted into bi mode versions.

Edinburgh Tram Extension?

There are proposals to extend Edinburgh's first tram route through Leith to Newhaven, 5km, at a cost of £165.2m. The fleet is far too big for the present system and efforts to hire out redundant trams to other operators have failed. The additional line from York Place would run via Leith Walk and Ocean Terminal before terminating at Newhaven. If agreed, services could start running in 2022. The first line is only running at 25% capacity.

New Caledonian Sleepers

The first of the new sleeper fleet are now in the Czech Republic for testing, having been built by CAF in Spain. They were transported by road as far as Hendaye in France from where they were taken to the Velim Test Centre in the Czech Republic. After tests are completed the vehicles will be moved to Polmadie via the Channel Tunnel for further testing. The new fleet of 75 vehicles will enter service in 2018.

Station Upgrades

Improvements in the Liverpool area have included another track between Huyton and Roby, as well as longer platforms at Liverpool Lime Street. This will increase capacity which will provide another three train paths each hour, allowing new direct services to be introduced to Scotland.

Work at Edinburgh Waverley will see extensions to platforms 5 and 6 to the east of the station and platform 12 to the west. This will prepare for the arrival of Azuma trains and new Class 385s, which will provide electric train services to Glasgow Queen Street. The escalators on platform 11 have been closed and will reopen in early 2018.

Wales and Borders Franchise

The four bidders for the Wales and Borders franchise are present operator Arriva, Abellio, KeolisAmey and MTR. This franchise will be awarded by the Welsh Government and must include plans for a South Wales Metro. There must also be a pledge to retain conductors on trains.

Blackpool Electrification

The line between Preston and Blackpool North will be closed for 19 weeks between 11 November and 28 January for electrification work. Buses will replace trains to Blackpool North and Blackpool South. There will be platform extensions at Blackpool North and a third platform built at Kirkham & Wesham. Signalling will be controlled from Manchester ROC with conventional signal boxes at Salwick, Kirkham, Poulton, Carleton and Blackpool North closed.

Felixstowe Expansion

Capacity is to be increased on the line between Ipswich and the port of Felixstowe. The branch is to be partially doubled to increase the number of available paths from 33 to 45 a day. Apart from a new loop it will also involve the closure of six level crossings, subject to the findings of a public inquiry called after horse riders claimed that animals would be reluctant to use a new bridge and urged Network Rail to provide a tunnel instead. Network Rail has sent its designs to the British Horse Society and had included mounting blocks to give riders the option of dismounting before crossing the bridge.

Record Anniversary

Passengers travelling on "The Northern Lights" (10.00 Kings Cross – Aberdeen) on 1st November were informed by the guard that there was a celebrity loco(?) at the front of the train. The power car in question was 43302 which, as 43102, had taken part in the test run, 30 years ago to the day, which had set the world record for the fastest diesel-powered train, a speed of 148.5 mph (238 km/h), which still stands today. Plaques have been placed on the sides of 43302 to commemorate the anniversary (see below).



Light Rail News

BLACKPOOL

The annual September Anniversary weekend saw an impressive output of heritage cars with the debut of restored pioneer Brush car 621 the highlight. The tram has been outshopped in 1950s livery and looks stunning.

Out over the weekend were: -

Saturday 23rd - Bolton 66, Boat 600, Brush cars 621/623/630, Centenary 648, Balloons 700/713/715/723 and illuminated trawler 737.

Sunday 24th - Box car 40, Bolton 66, Brush cars 621/623/630/631, Centenary 648, EE Railcoach 680, Balloons 700/715/718/723 and illuminated trawler 737.

SHEFFIELD

At long last the first of the new Stadler Citylink tram-trains to carry passengers took place on 14th September when 399202 was officially launched by the Rail Minister at Supertram's Nunnery depot. The following Sunday the same tram worked a special free charity service covering both blue and yellow routes. Since Monday 2nd October the trams have been allocated to the PURPLE Herdings Park / Cathedral route with 399206/207 noted on this day. More infrastructure progress has seen the first OHL wires installed in the Rotherham Central station area in early October.

Two new advertising liveries now on the original Duewag trams with the two former EMT advert cars now adorned as so - 111 for IKEA and 116 for Doncaster Sheffield Airport.

Christmas Steam in the Rhondda

Paul Slater

Just before Christmas during my third year at university I went to Cardiff for a short break, revisiting people and places I had come to know during a very enjoyable working holiday in the summer. I was keen to see something of the South Wales mining valleys and their railways, which had fascinated me when I toured the area by coach with a party from my school Railway Club six years earlier. I had my camera with me, and was hoping to get some photographs of steam locomotives, which I knew were still at work in the South Wales coalfield in spite of increasing dieselisation.

On a sunny but very cold morning I caught a multiple-unit for Merthyr Tydfil. It stopped at Llandaff, Radyr, Taff's Well, Treforest and Pontypridd, where I alighted. At Radyr had been one of the sheds we visited on the school trip, and Pontypridd was where we stopped for lunch. It was the first time I had travelled on the former Taff Vale main line. On the quadruple track near Taff's Well my multiple-unit overtook a '56xx' 0-6-2 tank plodding upgrade with a train of empty coal wagons. The '56xx's were very typical of the South Wales coalfield, having been introduced by the Great Western to replace the older 0-6-2 tanks of the Taff Vale Railway and the other pre-

Grouping companies of the area. On my school trip I had seen '56xx's at several of the sheds we visited, including seven at Radyr and five at Abercynon, near Pontypridd. While I was waiting for my next train at Pontypridd, I saw a '16xx' 0-6-0 pannier tank and an English Electric type 3 diesel, later class 37, on goods trains. The '56xx' we had overtaken at Taff's Well came in with its train; I was looking at it against the low winter sun, so did not attempt a photograph. I continued my journey on a Rhondda valley multiple-unit. It stopped at Trehafod, Porth, Dinas, Tonypany, Llwynypia, Ystrad, Treorchy and Treherbert, where I alighted. This was another new line for me. At Treherbert I found a cafe where I could have my lunch, and I spent some time waiting beside the railway in the chilly sunshine to see if I could get any photographs. I was successful, and got two pictures of '56xx's, both with the sun behind me, and both making clouds of steam in the cold air; an unidentified one with a brake van, and 6672 with a coal train. In both photos I managed to include the terraced houses of Treherbert and the mountains above the valley, and in the picture of 6672 the sleepers of the sidings in the foreground were white with frost. When, several years later, I compiled an album of enlargements of my best early black and white photos, the picture of 6672 in the December sunshine at Treherbert was among them. A few '56xx's were preserved, and in due course I put a photo of 5637 working a passenger shuttle at Barrow Hill in the packet containing my pictures of Christmas steam in the Rhondda.

The Old Brickworks

Paul Slater

(Some of the details are fictitious, but it describes an actual incident at Wellingborough.)

I dismounted by the bridge on the edge of the town, and wheeled my cycle through the gap in the fence and along the unofficial but well-marked path which led across the waste ground. Where the old brickworks stood near the railway fence I stopped, leaned my cycle against a post, and looked around.

The waste ground opposite the engine-shed, always a favourite haunt of train spotters in the town, was deserted, which was surprising; it was a cold, overcast day in late February, the Tuesday of the half-term holiday, and although the weather was wintry I would have expected more of the gang from school to be there.

The railway panorama looked much as usual, with engines in the shed sidings making a haze of smoke, and another one on the ash pit, and one at the coaling stage, and one blowing off steam as it waited at the signal at the exit from the yard. But things were changing, nevertheless; both pairs of semaphores on the main line were raised, as an express was due in each direction, and when the trains came one was hauled by a 'Royal Scot' 4-6-0, a type which I would never have seen on this line until a year or two ago, and the other was headed by one of the big new

Sulzer type 4 diesels which I guessed would in another couple of years have taken over all the expresses. During the afternoon, I several times reflected that it was strange how none of the other train spotters were here today. The oldest of the group was called Tom, and I liked him a lot. He was in the Scientific Society at school, and sometimes gave lectures on railways and locomotives.

Two years ago, he had organised a couple of trips to London with shed permits, and we train spotters had spent delightful smoky hours in the capital. I had especially liked the great quadruple roundhouse at Old Oak Common, full of the Western Region 4-6-0s which were among my favourite locomotives, and it had been good to visit Nine Elms, Stewarts Lane, Bricklayers Arms and Hither Green for some rarely seen Southern Region steam.

I would have been here yesterday, but my cousin Mark had persuaded me to go to his house for one of the Bible reading sessions he organised nowadays. Mark wanted to be a minister, and was planning to go to theological college when he left school.

Very few people came along the path across the waste ground that afternoon, but eventually a woman brought two young children down to watch trains. A railwayman going off duty walked up from the yards, and stopped to talk to the woman. They were not far from where I was standing, and I heard their words clearly. "Awful business here yesterday, wasn't it?" said the woman. "Yes, they'll never learn, will they?"

I wondered what they meant, and a shadow seemed to cross the afternoon. I noticed for the first time, that a lot of grass by the line side fence was blackened; had there been a fire? I could see no sign of anything else that could be called an 'awful business'. The old brickworks, disused and crumbling, stood as ever by the line. It seemed to show slightly more of the ravages of time and weather on each occasion that I saw it. Its decay was not, in fact, due entirely to natural causes, as sometimes the gang of train spotters whiled away boring moments by climbing on the old buildings and playing games among them, or wrenching rotten bricks and stones out of the fabric.

I enjoyed the rest of my afternoon by the railway. Just before it was time to start on the ride home, I strolled round to the back of the brickworks. Round there, I saw that the end of the building had fallen in at the back, although nothing showed from the path by the railway. I walked gingerly on to the heap of fallen bricks and stones, looked at where the walls gaped – the roof had gone long before – and wondered exactly what had happened. I did not link the altered state of the building with the woman's words earlier, and after a few moments of puzzled contemplation, I fetched my cycle and wheeled it up to the road.

At home, I had tea with my mother. My father arrived home from work shortly afterwards. He had the evening paper, and looked unusually grim. "Seen this about your pal?" He gave me the paper. Tom's face was on the front page, and under a huge headline the story told how the gang of 'spotters' had been playing in the old brickworks the previous afternoon when the building I noticed had suddenly collapsed; some of the boys had escaped unhurt,

and some had only cuts and bruises, but Tom had been killed when he had been completely buried under a mass of rubble. One of the unhurt boys was quoted in the newspaper, describing the amateur demolition work we had all carried out at the brickworks.

There were angry words from my father and recriminations from my mother, who pointed out what I had already realised: with the amount of time I spent at the railway, it could easily have been me that was killed. I saw that if I had not been at Mark's Bible reading, I might very well have been involved in the accident. I saw, too, that the absence of the other boys, the woman's words and the ruined building were now explained all too clearly. Next day, at school assembly, the headmaster spoke harshly of railway enthusiasts. For a time, I avoided the waste ground by the engine-shed, and in any case, I was becoming more involved with the group which met at Mark's house; the activities of the group, and friendships with the lads and girls in it, became more important to me than locomotives. I kept a certain interest in railways, which in due course blossomed with preservation and the heritage scene, while Mark followed his chosen career. Looking back, I feel that something of my innocent boyhood world ended with the tragedy at the old brickworks.

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

Aug 12 43013+43062 Network Rail measurement train
66168 light engine
66760 at Roberts Road
67010 on standby

Aug 31 67005 Standby
66526, 66595 Freightliners
66013, 66014, 66096 Intermodal
66070 Rails
66013, 66304, 66777 Departmental
66107 Spoil
66102 Limestone empties
66742 Sand
66137 Stone
66148 Steel

Sep 7 67028 Standby
66522, 66538 Freightliners
66707 Coal
66185 Spoil
66015 Limestone empties
66080 Light engine
66034 Stone
66063 Intermodal
66117, 66776, 66304, 66722 Departmental
66024 Rails

Sep 14 67005 Standby
66416, 66591 Freightliners
66061, 66086, 66017, 66722 Intermodal
66304, 66434, 66774/66776, 66091 Departmental

Sep 14 66165, 66704 Limestone
66729 Gypsum
56096, 56105 C.H.S.
66777 Aggregates
66140 Light engine
66749 Sand
66063 Steel
66736, 66763 Coal
66107 Spoil

Sep 28 67010 Standby
66585/66502, 66511/66538/66954 Freightliners
66012, 66013, 66050 Intermodal
66093, 66304, 66773 Departmental
66027 Limestone
66056 Spoil
66135 Stone
66748 Sand
66134 Steel
66711 Coal

Oct 12 67028 Standby
66517, 66561 Freightliners
66709, 66735 Coal
66085, 66129, 66134, 66725 Intermodal
66103 Rails
66104/66250 Light engine movement
66775/66744, 66772, 68003, 66553 Departmental
66092, 66619 Limestone/empties
66181, 66767 Stone/empties
66161 Spoil

Oct 14 37057+37254 on Network Rail train
67028 and 90036 in sidings

Oct 19 67010 Standby
66066, 66088, 66160, 66753 Intermodal
90029 Leeds – Kings Cross
90036 West Yard
66006/60063, Light engine movement
66550/66419, 66522 Freightliners
66744, 66751 Coal
66194, 66740, 66763 Stone/empties
66553, 68003, 66777 Departmental
66712 Spoil
66766 Sand
66250 Steel
60066 Limestone empties

Oct 21 66100 on goods train
66560 on container train
60014, 60065, 66096, 66712, 66722, 66738 and
66772 in yards
67010, 90036 and 91112 in sidings near station
08724 in Wabtec

Oct 26 67010 Standby
66529, 66539 Freightliners
66012, 66116, 66187 Intermodal
66741 Coal
66705, 66751, 66776 Stone / empties
90029 Leeds – K.X.
66701/66740 Light engine movement
66746, 66767 Roberts Road
66704/66719 R.H.T.T.
68003, 66194, 66599, 66711/66775 Departmental

- Oct 26 66250 Spoil
66091 Limestone empties
66766 Sand
66103 Steel
66709 Gypsum
- Nov 2 67028 Standby
66053, 66044, 66086 Intermodal
66502, 66540 Freightliners
66711, 66712 Coal
66125, 66742, 66778 Stone/empties
66181, 66725/66757, 68003 Departmental
66154 Spoil
66766 Sand
66065 Rails
80002 Doncaster IEP – Peterborough and back

Other recent sightings have been:

- Sep 6 66723 on Tilcon at Hull
- Sep 15 66735, 66765, 66719, 66731 and 70019 at Peterborough
- Sept 16 IEPs 800001/002 were noted heading north from Peterborough on test
- Sep 17 66722, 66731, 66749, 66727, 66732, 66735, 66738 and 66745 at Peterborough
- Sep 21 66732 on Tilcon at Hull
- Sep 22 66772 at Gascoigne Wood
- Sep 28 66118 Steel, 66007, 66710 Coal, 66061/66040, 66096/66169 Spoil/Empties at Hatfield & Stainforth
- Oct 17 66747 at Gascoigne Wood
- Oct 19 66703 on Tilcon at Hull
66757 at Gascoigne Wood
- Oct 21 66511 on container train at Retford
68003 in sidings near station at York
Steam loco 178 giving brake-van rides at NRM
- Oct 28 the first weekend of this Autumn's Joint Line diversions saw - 67008/91117 from Doncaster to Peterborough on the 06.20 Edinburgh / Kings Cross, 67005/91128 from Newark to Peterborough on the 09.45 Leeds / Kings Cross, 67008/91119 from Peterborough to Newark on the 13.20 Kings Cross / Leeds

Midland Region

Recent sightings have been:

- Aug 19 66748 in sidings at Edge Hill
- Sep 2 66114 on stone train and 66951 light engine at Guide Bridge
- Sep 8 66114, 66537, 66587 and 66534 in the Saltley area
- Sep 9 "Elizabeth" light engine at Elsecar Heritage Railway
60020 and 60063 at Kingsbury
66520 and 08484 at Washwood Heath
90048, 90016 and 66427 at Daventry
57604 at Rugby
66522, 66182, 66510 and 66520 at Willesden
56303, 66505 and 66413 at Wembley
- Sep 14 37884 at Derby

- Sep 16 66112, 66776, 66729, 60095, 66027, 66043, 66137, 66019, 66207, 66847, 66001, 66105 and 66057 at Toton
47848, 31233, 31105, 56081, 37800, 37175, 37422 and 73138 at Derby
- Sep 20 66623, 66529, 66537, 66708, 66562, 66143, 66544 and 66194 in the Manchester area
- Metrolink trams noted in the centre of Manchester on 26 August were:
3002 and 3017+3045 for Altrincham
3020+3009 for Etihad Campus
3035+3050 for Rochdale
3056 for Bury
3082+3084 and 3103 for Ashton
3096 for Eccles

Southern Region

Recent sightings have been:

- Aug 19 during the massive Waterloo remodelling scheme the SOUTH WEST TRAINS franchise was handed over to SOUTH WESTERN RAILWAY. On the final day the inner suburban services on the Woking line was strengthened to 10 cars with the 2-car 456 units added to the usual 455 formations. 456001/002/008/011/021/022 were noted. 66069/126/144/717 were on engineering trains.
- Aug 28 73964, 73965 and 73212 at Tonbridge

Railtours and Charter Trains

Locos seen on railtours and charters have been:

- Sep 9 ("The Greendale Rocket") 37884, 37611

Preserved Railways

- Locos working at the Great Central Railway Diesel Gala on 9 September were D5830, D6535, D5185, D5343, D7017, 37714 and D8098.
- Locos used at the Nene Valley Diesel Gala on 9 September were 66779, 31271, D9529 and 34081.
- Locos working at the Barrow Hill Grand Reopening Gala on 23 September were 60103 "Flying Scotsman", 60163 "Tornado", 47406 and 03066 giving brake-van rides.
- Locos in view at Barrow Hill were 20301-304, 20308, 20309, 20312, 37099, 37607, 37612, 40012, 68023-025, D213, D2853, 01515, 01543, 08428, 08786, 20118, 20132, 20901, 37038, 37418, 47769, 47853, 89001 and D5814. In the Roundhouse were 07012, 26007, 81002, 85006, D4092, D5910, E3035, 12589 and steam 506 "Butler-Henderson", 1000, 5164, 8217, 41708, "E.B.Wilson" and "Vulcan".
- Locos used at the North Yorkshire Moors Railway Steam Gala on 30 September were 80136, 5199, 7714, 926, 76079, 44806, 45212, 61264, 1501 and D7628 to Whitby
- Trams working at the Crich Gala Day on 16 September were 167, 166, 345, 7, 159, 630, 331, 869, 399, 236, 84, 762, 131, 40, 106 and 22.

Locos working at the Great Central Autumn Steam Gala on 6 October were 34053 "Sir Keith Park", 34081 "92 Squadron", 46521, 48624 and 92214 "Leicester City". 73156 running as 73084 "Tintagel" worked light engine. Locos used at the Mid-Hants Railway Diesel Gala on 20 October were 50027, 33202, 33053, D9002 and 03197 on brake-van rides at Alton.

Locos working at the Spa Valley Railway Diesel Gala and Beer Festival on 21 October were 33063, 5518, 31289, 33201 and D3489.

Trip to Peterborough

The following were seen on a trip to Peterborough on 24 August:

Doncaster West Yard

37195/97301, 67023/67027 Network Rail trains
67024 Standby

C.H.S.

56096, 56105, 66304

Doncaster Yards

66774, 66762, 60054, 66126

Station

66617 Fly Ash, 66706 Limestone, 66428, 66090 Light engine movements

Peterborough Depot

66721, 66754, 66750, 66117

Peterbrough

66534, 66566, 66588, 70007, 70015 Freightliners
66161, 66167, 66715, 66735, 66759, 66760, 66766

Intermodal

66148, 66742 Sand
90029 Kings Cross – Leeds
66075, 66066/66085, 66555, 66067 Aggregates/Stone
66056, 66718/66769, 90036 Light engine movements
66109 Plasmor
60103 Flying Scotsman + 99953
800003

Trip to Nuneaton

The following locos were seen on a trip to Nuneaton on 2 October:

En route

Tamworth 20107, 20905, 20314, 20311
Sheffield 66951

Derby 66035

Elford Loop 60020

Nuneaton

50008, 90043, 90047 Light engine movements
66065, 66086, 66174, 66709, 66710, 66719, 66765,
90045/90046, 90044/90049, 90024/90019 Intermodal
66519, 66558, 66559, 66562, 66563, 66568, 66569, 66572,
66587, 66588, 66955, 70017, 70020 Freightliners
66084, 66112, 66769 Stone / Aggregates
66619 Cement
66182, 66702 Cars
66591, 66176/66170 Departmental

66120 Steel

Trip to Chesterfield

The following locos were seen on a trip to Chesterfield on 5 October:

66587, 66619 Cement

70015 Freightliner

70803 Sand empties

67006, 66763/66778 Departmental

60019 Steel

47848/47815/47813 Leicester to Doncaster West Yard

66135, 66421, 66776, 66606, 66018 Stone / Aggregates

66154 Rails

Pompey Report

Report from the Pompey correspondent as follows: -

Visited London on the 11th September, Southern unit 377116 from Portsmouth to Victoria, well should have been but unscheduled stop and change train at Gatwick Airport, with 377457 taking us on to Victoria. Only loco noted on route 66018.

Returned to Portsmouth on the 13th from Waterloo with 444018, "The Fab 444". 59005 noted at Woking.

This was a trip for Diana so didn't get to check out the usual stuff, we did find a gem of a pub or should I say an Oasis amongst the Georgian avenues close to our hotel, It's the "Monkey Puzzle" on Sussex Gardens. Good beer garden, great food with a very nice Owler IPA. Just a short stroll from Paddington station.

Visited Eastleigh today 1st November from 11.48 to 14.36 hoping to see a few freights and locos.

First sight a couple of 37s thrashing through on a test train, as only 37s can! 37116 Colas livery, 37057 Green livery, nice change from the 2 stroke 66s.

66147 shunting ballast around the yard, 66115 bought in ballast train dispatched to yard, loco off to depot, 66416 through on containers, 66238 main line west bound on cars, 66735 light engine, then stabled next to the station, 66951 through on containers, 47812 noted in the works yard with class 07, and possibly 08735.

Also at Eastleigh 158887 noted in new South Western Railway livery, and at Portsmouth earlier 158798 in advertising livery.

Took time out for lunch in "The Wagon Works" with a nice Upham, "Autumn Leaves" Ruby ale.

Regards, Steve, (Yasser), Egyptian correspondent in exile!

Pennine Quiz No. 170

Paul Slater

Western Region Quiz

1. Under the old regional colour schemes, what colour were station signs, nameboards and totems on the Western Region?
2. Name preserved locomotive 3717.
3. Originally at Dauntsey, where was the junction for the Malmesbury branch after the opening of the Badminton route?
4. In which Southern Hemisphere country was locomotive 4079 preserved and operated for several years?
5. In which town was Croes Newydd shed?
6. Name the new build locomotive based on locomotive 4942.
7. Where in London was locomotive 4073 preserved for many years?
8. Where is the headquarters of the preserved Gloucestershire and Warwickshire Railway?
9. Locomotive 6000 was preserved for several years at the Bulmer Railway Centre in which city?
10. Where was the junction for the Cardigan branch?
11. In which town was Stafford Road shed?
12. Name preserved locomotive 7812.
13. Where is the headquarters of the preserved Gwili Railway?
14. Name new-build locomotive 6880.
15. In which city was St, Philip's Marsh shed?
16. Where was the junction for the Kingsbridge branch?
17. Name preserved locomotive 6998.
18. Where is the headquarters of the preserved South Devon Railway?
19. Where was the Junction for the Brixham branch?
20. Name preserved locomotive 6024.
21. In which city was Canton shed?
22. Name preserved locomotive 7029.
23. In which town was Danygraig shed?
24. In which town was Ebbw Junction shed?
25. Who succeeded G.J. Churchard as Chief Mechanical Engineer of the Great Western Railway?

Pennine Quiz No. 169

The Answers

1. Newcourt
2. Down Sleaford avoiding line from Sleaford South Junction to Sleaford North Junction
3. St Albans Abbey to Watford Junction
4. 60D
5. Harling Road
6. STARLIGHT SPECIALS

7. 46167
8. 1957
9. KASADO works Japan
10. 1978
11. 'The Heart of Midlothian'
12. Giggleswick
13. Great Western
14. 'The East Anglia Regiment'
15. Liverpool Riverside
16. 'Western Hussar'
17. 38 (800-832 / 866-870)
18. 1852
19. Manx Electric Railway
20. 'Crediton'

The Winner

Congratulations to the winner – Ken King.

Pennine Meetings 2018

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 January 3rd 2018

Jim Sambrooks

Wednesday January 10th 2018

Annual General Meeting
(see Committee Briefs for details)

Wednesday January 17th 2018

Steve Philpott

Wednesday February 7th 2018

Phil Lockwood and Enid Vincent
'Doncaster to Wakefield via Adwick, Goole and Knottingley'

Wednesday February 21st 2018

Chris Nettleton
'Steam Around York Part 2'

Wednesday March 7th 2018

Ken Grainger
'The Up South Yorkshireman'

Wednesday March 21st 2018

Andrew Watts

Wednesday April 4th 2018

Robin Patrick
'Travels in 2017'

Wednesday April 18th 2018

Robert Prichard

Acknowledgements

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Next Issue

The Spring 2018 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 14th February. If you can, please email contributions to 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.

Return to Steam

Chris Cole on the return of steam to the spectacular Settle and Carlisle line, a tribute to Victorian engineering.

Despite the prevailing south-westerly wind, the distinctive sound of a chime whistle could be heard echoing around the distant fells to the north. It was autumn in the fell country that straddles the Cumbria / Yorkshire border - a wild, rugged, and often hostile terrain, where the wind and rain know no boundaries. Locals will tell you that if it's not already raining, it is about to. They also know that when the temperature drops, winter in these parts can be brutal. Yet even here the Victorian engineers found a way of building a railway, one that would blend so well into the rural landscape. The Settle-Carlisle line has since come to epitomise both the era and, a century later, the determination of the people who stubbornly refused to let it go when closure was threatened. After British Rail's Fifteen Guinea Special had completed its journey from Liverpool to Carlisle and back on 11 August 1968, main line steam came to an end, or so we thought at the time. But three years later a trial series of rail tours with GWR flagship loco King George V paved the way for a revival. The following summer a handful of other charter trains received approval for running on selected lines, under the banner Return to Steam. The Settle-Carlisle line was added to the list of approved routes in 1978, in time for ex-LNER class V2 No 4771 Green Arrow to haul The Norfolkman from Leeds to Carlisle and back over the Easter weekend. A second tour on 13 May, The Border Venturer, was hauled from Hellifield by Class 9F No 92220 Evening Star, the final steam locomotive built by BR. It was while waiting for this train that Eric Treacy, the retired

Bishop of Wakefield, collapsed and died at Appleby station. His outstanding contribution to railway photography was recognised at a memorial service held at Appleby on 30 September that year. Among those attending were the passengers from two special trains, The Lord Bishop, on which I travelled from London, and The Bishop Treacy from West Yorkshire. Each train was steam hauled over different sections of the Settle-Carlisle line, using Flying Scotsman, Evening Star, and No 35028 Clan Line.

Class A4 Pacific No 4498 Sir Nigel Gresley crossing Dandry Mire viaduct, Garsdale, heading for Carlisle with The Aire-Eden Limited railtour, October 1978.

I visited the Settle-Carlisle region many times during the 1970s, often simply to explore its spectacular landscape, and sometimes travelling by one of the few service trains. Although no official announcement had been made at that time, it was already becoming clear that the line's future was very much in doubt.

I was determined to see as much of it as I could before it was too late, so in October 1978 I rented one of the old railway cottages at Garsdale station, more than 1,000 feet above sea level. It was a perfect base from which to explore further, and my visit coincided with the final two steam excursions that year, both hauled between Leeds and Carlisle by ex-LNER Class A4 Pacific Sir Nigel Gresley, then carrying its original number 4498.

On Saturday 21 October The Aire-Eden Limited began its journey at Derby. A water stop had been scheduled at Garsdale, where the weather was typical. As the blue streamlined locomotive brought the train slowly into the station, light drizzle was falling from a dull and dismal sky. The following morning hints of sunlight suggested a better day, so I went in search of a suitable vantage point to watch the return trip, appropriately called The Moorlander.

After wandering around the wet hillsides for a while I finally settled on a spot overlooking the 12-arch Dandry Mire viaduct. Nearby a small beck tumbled over a rocky outcrop on its precipitous journey down the fellside, while a sheep bleated its displeasure at my presence. From my elevated position I had a clear view of the railway as it emerged from around the hillside opposite, and crossed the head of the valley.

The Midland Railway had never intended to build a viaduct here, but plans for an embankment sank without trace, quite literally. For two years the navvies piled up countless wagon loads of earth, but it all disappeared into the soft boggy ground.

Unexpected problems such as this were commonplace during the building of the Settle-Carlisle line in the 1870s. The unforgiving terrain presented engineers with the ultimate challenge. The fact that they succeeded against formidable odds justifies the railway's claim as one of the great engineering feats of the Victorian era. Over the years many tales have been told about strange happenings associated with the railway and its weather. Such as trains being brought to a standstill by a head wind, coal being blown off the fireman's shovel, or the railwayman walking across Ribbleshead viaduct during a

downpour, without getting wet. Some of the facts may seem improbable, but most tales are, to some extent, based on actual events.

One of the best stories relates to the turntable at Garsdale station. One stormy evening, a freak gust of wind struck an engine as it was being turned, spinning it around uncontrollably. In desperation the railwaymen threw sand and cinders into the well of the turntable to bring it to a halt. Subsequently a stockade of upended sleepers was erected as a windbreak. In 1978 the turntable was still in place, albeit overgrown and unused, and has since found a more peaceful home on the Keighley & Worth Valley Railway.

The sound of the approaching train interrupted my day-dreaming. With steam now shut off, No 4498 came into view, glided across the viaduct, and came to a halt in Garsdale station. Named after its designer, Sir Nigel Gresley is one of six A4 Pacifics to be preserved. The locos were built to haul regular long distance trains at high speed over the East Coast Main Line between Kings Cross and Edinburgh. The most famous of them all - Mallard - recently celebrated the 75th anniversary of its world speed record of 126 mph, while Sir Nigel Gresley holds the post-war record of 112 mph, achieved in 1959.

The water stop gave me time to move to a location where I could watch the train depart. Parked cars lined the narrow road that passes the station before climbing steeply over Widdale Fell, while unsuspecting motorists on the nearby A684 stopped to discover what all the fuss was about. The signal was already pointing upwards as I arrived at my new vantage point, near the spot where water troughs were once laid in the track, allowing engine crews to pick up water without stopping. The A4's chime whistle once again broke the Pennine silence, indicating to passengers that it was time to return to their seats. Black smoke rose from the double exhaust, and No 4498 accelerated the 13-coach train away from Garsdale, along the shoulder of the hill, and out of sight. The crowds quickly disappeared with their cars, and peace returned to this normally quiet valley.

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Blackpool Trams

They have been running since the 1880s, and they still appeal to Peter Stephenson.

For many years, Blackpool has been the home of the last traditional working tramway in Britain. While buses had replaced all the other tramways by the late 1950s and early 60s, the Blackpool system continued operating, mainly using trams which had originally been built in the 1930s. For any transport enthusiast like myself, a tram

ride became a novelty, and an essential part of any day out at the west coast seaside resort. The experience was enhanced if you happened to be lucky enough to catch one of the open topped vehicles, as it meant you could also fill your lungs with the bracing sea air. Or not, depending on the weather.

There is something special and exciting about travelling in a tram dating from the 1930s. The metallic noise of the wheels on the track, the clanging and swaying as it moves over the points, along with the art deco style upholstery and varnished wood interior, make it easy to imagine you are back in those pre-war days. At each terminus, where the tram has to reverse and cross onto the other track, the conductor has to go outside and, using a long pole with a hook on the end, move the trolley boom onto the other overhead wire. He then reverses all the swing-over seats so that the passengers are once again facing the direction of travel. What a contrast to the smooth running of a diesel-powered bus with its plastic and vinyl interior and its polluting exhaust fumes.

The Blackpool tramway was officially opened in September 1885, with just ten trams operating along the promenade. The service was later extended to Fleetwood, and other routes were added over the years. These additions, coupled with the growing popularity of Blackpool as a holiday resort in the first half of the twentieth century, meant that by 1939 the number of trams in the fleet had risen to 212. However, as foreign holidays became more affordable to the working class, and fewer people visited British resorts, the number of trams required fell steadily until by the end of 2008 the fleet totalled just 39. In addition, those 39, because of their age, were requiring more and more maintenance to keep them running.

Also, it was recognised that the existing fleet, while having in most cases provided sterling service for nearly 70 years, would not comply with coming legislation which would require, in time, all public transport to be wheelchair accessible. Thanks to a £100 million investment, the tracks were renewed, a new depot was built, and 16 state of the art, single deck trams were introduced in 2012. This meant that the traditional trams were no longer required for regular day-to-day duties, and most were disposed of. However, seven double deckers were modified with wheelchair accessible entrances, so that they could be used as supplementary vehicles at busy times.

Some of the redundant trams were bought by museums such as Crich Tramway Museum in Derbyshire, Heaton Park Tramway in Manchester, East Anglia Transport Museum at Lowestoft and the Beamish Open Air Museum in the north east, and can still be seen operating at their respective new homes. There are even restored Blackpool trams which have been operating in San Francisco since the 1980s.

Thankfully, Blackpool Transport decided to retain a number of the old trams which were either unique, or of special interest, as The Heritage Fleet. These are available for private hire, and are also used on special

occasions during the summer season, such as bank holidays and the annual Tram Sunday event in Fleetwood. For example, one of them, a double deck open topper named Princess Alice, was seen in a recent episode of Coronation Street. In total, the trams of the Heritage Fleet were used on 15 days during the 2013 summer season.

The famous illuminations are still an important part of the Blackpool holiday season and among those retained are the illuminated trams, which started out as conventional vehicles but were completely rebuilt to look like other types of transport. Two trams were converted into a western-style railway engine towing a carriage, one is in the form of a trawler, and another is a frigate. A great deal of work went into creating these novelty trams and, when illuminated at night, they look impressive as they travel along the promenade. Children especially want to ride in these brightly lit trams. The heritage fleet also includes number 147, which is a double decker known as a Standard type and dates from 1924. This particular tram was shipped to Ohio, USA, in 1967, and returned to Blackpool in 2000. It is a particularly splendid working example of a traditional type of tramcar, recognisable to many older people as being similar to trams that used to travel the streets of towns and cities all over Britain.

Long before the modernising of the tramway, and before the official establishment of The Heritage Fleet, from time to time Blackpool Transport borrowed preserved trams from museums around the country to operate alongside their own regular services. For example, a Bolton Corporation tram dating from 1901, which had been restored by The Bolton Transport Trust, was brought to Blackpool in 1981 with the intention of keeping it for 'a few months'. It is still there, and was carrying passengers during the 2013 summer season. After the Bolton Corporation tram, the next oldest member of the heritage fleet is Fleetwood Box car number 40, which dates from 1914, and has unusual corner entrances for passenger access. The reference to Fleetwood in its description signifies that it was originally owned by The Fleetwood Tramroad Company, which operated a service from Blackpool to Fleetwood until 1920, when the company was taken over by Blackpool Tramway. Number 40 is known as a Box car for obvious reasons, and the picture of it standing next to one of the new Flexity supertrams shows how far vehicle design has come over the last 100 years.

During 2013, it was agreed that the trams separately owned by a local preservation group, the Lancastrian Transport Trust, would be merged with the Blackpool Heritage Fleet, and they would all be housed together at the old tram depot at Rigby Road, Blackpool, where maintenance and ongoing preservation work will be carried out. It is intended that a charitable trust will be set up to care for the combined collection.

Although the old trams are no longer part of the day-to-day operation of services between Blackpool and Fleetwood, thankfully they have not vanished altogether. While it cannot be denied that the modern trams provide

a more reliable and more comfortable service to people who merely want to get from A to B, those with an interest in the history of transport, can still, at certain times of the summer season, enjoy examples of the Heritage Fleet in action alongside them. At such times, Blackpool Transport shows that, while it has moved into the 21st century, it has not forgotten its past.

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