

# TRANS PENNINE

**The Magazine of the Pennine Railway Society**



**No 183  
Spring 2018**

## **Photos**

### **Front Cover**

The photo taken by Geoff Griffiths, was the runner-up in the Steam section of the David Bladen Digital Image Competition held on 20th September 2017. It shows 35028 at Twerton near Bath.

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 2018. 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 who 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 at Club 39 on Wednesday 10 January attended by a total of 19 members and committee members (apologies for absence were received from Tony Booth). Key points were:

#### Chairman's Report / Meetings Report

Robin welcomed everyone to the AGM. He spoke of a successful 2017 with excellent attendances at social evenings at Club 39 entertained by a wide range of speakers and competitions. The society is fortunate to have a large pool of speakers with a variety of subjects, all keen to visit. He did ask, however, for members to notify him if they knew of anyone who might want to give a presentation who had not yet done so.

The list of presentations for 2018 has been almost finalised. Following a committee meeting which reviewed 2017 it was recommended that due to the lack of entries, the Andy Dalby Memorial Slide Competition will not be staged in 2018. This has been discussed with and is with the agreement of the family.

The Pennine Shield was won by the Great Pretenders (Pennine 2).

He particularly thanked Linda Bladen for her organisational skills at our meetings to ensure presentations were untroubled and all speakers for entertaining us throughout the year.

With completion of the renovation of Barrow Hill a visit has been provisionally arranged for the evening of Wednesday 27 June 2018.

#### Magazine Co-ordinator's Report

David thanked those who had submitted items for inclusion in the 2017 editions of Trans Pennine and Linda for helping with typing and scanning for our archives. He particularly invited contributions for 2018 editions from members who had not previously sent items for publication or had not done so for some time. More contributions received will result in an even better magazine.

### Membership Report

Tony reported that the number of members remained around 75 and that new members were welcome to join at any time during the year.

### Treasurer's Report

John presented a financial statement of the society accounts for 2017 which showed a surplus balance of £900 (against a surplus balance of £1035 in 2016). He explained that although there was a perceived loss of £135 during the year, this was due to early annual payment of membership of £100 to Club 39 (to allow use of the room for social evenings throughout 2018), thereby giving an actual loss of only £35 in 2017. The society remained financially healthy enabling membership fees for the year to again remain unchanged.

He did, however, confirm that proceeds from the raffle at social evenings continued to be a valuable source of income, without which an increase in membership fees could not be avoided. He thanked all those who arranged the raffles (which always formed part of an evening's entertainment!), particularly Geoff Bambrough, Phil Lewis and Neil Taylor, and to all who supported the raffle in buying tickets. He also thanked Neil Taylor for his work in bringing down postage costs through his connections with the Doncaster CAMRA branch.

### Website Report

Tony Booth continued to maintain the society's website (through abrail), which members were invited to visit on a regular basis. All meetings and events were advertised on the site and a particular helpful feature is "late news". Any member with ideas on how the website might be improved is invited to contact Tony direct.

### Report from Other Committee Members

Robin Havenhand commented on the success of social evenings in 2017 and the hard work behind the scenes in ensuring a quality programme of speakers and on the night in ensuring all equipment met expectations.

Linda Bladen remarked on the success of the two digital images nights (the David Bladen Trophy competition in September and the members night in December). These would continue in an unchanged format in 2018, unless any changes were suggested by members.

Neil Taylor spoke of the success of the raffles, with excellent sale of tickets. He also thanked Doncaster CAMRA for help which enabled society postage costs to be reduced.

### President's Address

Geoff thanked all those who had attended the AGM and all who had made 2017 such a successful year. On a personal note, he apologised for not attending a few meetings due to serious illness and thanked all who had rallied round in covering his committee duties at social evenings. He looked forward to further society success and enjoyment in 2018.

## The Committee 2018

The committee was re-elected en-bloc for 2018.

### Open Forum

Key points from the Open Forum were:

- as the meeting when the Pennine Shield quiz took place was the poorest supported of the year in terms of numbers of members attending, could thought be given to more inter-action for those not taking part as members of the quiz teams? Consideration was given to holding the Quiz on an alternative night, but this was not carried. The committee did, however, agree to look at the possibility of holding a members' quiz night (as had been held on an annual basis on many occasions in the past)
- could the society be publicised more in the region (the 2017 event in Doncaster Frenchgate was mentioned). The general feeling was that the Frenchgate event was not a great success, with the focus on the P2 Group, and it was not easy for a society to gain access to a venue and stage a meaningful event
- while a slide competition event would not be held in 2018, the committee was open to review looking ahead to 2019 if there was sufficient interest, perhaps with a different format
- the committee would be discussing with the family, a way for the society to celebrate the life of Derek Porter and his support of Deltic preservation

### Barrow Hill

A private visit for society members and friends to visit the newly renovated Barrow Hill has been provisionally arranged for the evening of Wednesday 27 June 2018. Further information will be given in due course at society meetings, in the magazine and on the society website. Alternatively, contact Robin Skinner or any other committee member.

### Pennine Shield 2017

Congratulations to "The Great Pretenders" (Pennine 2) on winning the 2017 Pennine Shield Railway Quiz, beating the Pennine Railway Society and Dore Loco Group. The winning team comprised Glen Williamson, Martin Fisher and Glyn Gossan. Final scores were GPs (77), Dore Loco Group (67), Pennine Railway Society (56).

### Wolverhampton Interchange

A new train-tram-bus interchange is to be built in Wolverhampton. The project will include a rebuilt railway station connected to a tram line extension from the present Midland Metro terminus at St George's, which is some distance from the bus and railway stations, as well as the city centre. Midland Metro is also working on an extension from New Street station to Centenary Square (to open 2019) and continuing to Edgbaston (2021).

## East Coast Franchise

Stagecoach - Virgin Group partnership is looking to end its arrangement early under the East Coast franchise which has failed to generate the sales and profits hoped for since 2015. The Dept for Transport will introduce an "East Coast Partnership", a new regional partnership between the DfT and Network Rail from 2020 with changes to the franchise. It was feared the existing franchise could have come under further pressure in 2021 when FirstGroup is due to launch five daily open access services on the route between London and Edinburgh.

There is currently a £165m "parent company support" fund set up to pay back the Government which is rapidly disappearing. Once this runs out the firms will have fulfilled their contract and be able to walk away. The Transport Secretary doubts whether the franchise can even survive until 2020, in which case one option would be to temporarily renationalise the line when the franchise agreement is due to end. Amazingly, the partnership can bid to take over the franchise under new terms from 2020. He admitted that Virgin and Stagecoach had bid too much for the franchise in the first place but said it was "quite difficult to turn away the top bid".

### Final Electrostar

The last Electrostar Class 387 unit has been built at Derby, the 2805th vehicle. The first vehicles were Class 357s ordered from Adtranz for LTS (later c2c) and were 25kV overhead models. Later vehicles (Class 375s) were built for third rail networks for South Central (later Southern) and Southeastern. South West Trains chose Siemens Desiros instead. Further development produced Classes 376 and 377.

The latest Class 387s were first ordered for Thameslink as a temporary measure until Siemens Class 700s could be delivered. All Class 387s have now moved elsewhere, to routes like Great Northern. One last batch was authorised for GWR and are in use between Paddington and Maidenhead, to continue to Didcot Parkway this spring and will later also run to Newbury.

The future is now the Aventura Class 345 which will run on the TfL Rail Elizabeth Line. Different Class numbers have been ordered by London Overground, Greater Anglia, South Western Railway and London Northwestern Railway.

### Wales and Borders Franchise

Arriva has withdrawn from the competition to run the next Wales and Borders franchise for "commercial reasons". The award of this franchise is being devolved to the Welsh Government, which intends to follow a "not for profit" model. Remaining short-listed bidders are Abellio Rail Cymru, KeolisAmey and MTR Corporation (Cymru) Ltd. The RMT has suggested Arriva appear to have pulled out because they couldn't make enough money.

## Quietest Station

Barry Links in Angus has replaced Shippea Hill as the quietest station on the system with just 24 passengers using the station annually. Two ScotRail trains a day, except Sundays, stop at Barry Links, between Carnoustie and Dundee. Numbers using Shippea Hill have grown from 12 annually to 156.

## Reinstatement of Lines

The Dept for Transport is supporting re-opening of lines, subject to necessary funding. Plans include:

- funding already confirmed for Phase Two of the former Varsity Line western section between Oxford and Cambridge
- one part of the line which runs from Bicester to Bedford and Milton Keynes to Princes Risborough will be completed by 2023
- an independent East West Rail Company will be set up to deliver the central section between Bedford and Cambridge to open in the mid-2020s
- two suburban routes in Bristol, to Portishead and Henbury
- Devon routes connecting Exeter to Okehampton (closed in 1972) and Bere Alston to Tavistock (closed in 1968)
- half-hourly passenger services suggested on the Beeching-axed line between Ashington and Newcastle, with new stops at Bedlington, Bebside Choppington, Newsham in Blyth and Seaton Delaval
- the completed 98-mile link between Edinburgh and Carlisle (closed 1969), of which the recently reopened Borders line forms part
- "opportunities" are being considered in Birmingham
- plans for 4 new stations in West Yorkshire: Elland (closed 1962), Thorpe Park, White Rose and Leeds Bradford International Airport Parkway

## South Yorkshire Tram Train

The Tram Train to Rotherham and Parkgate from Sheffield will be "ready" in September 2018 but no launch date for public services has been announced yet. The cost of the project has gone up from £15million to around £75million. One reason for this is around untested technology including the installation of dual voltage electrification on the railway to Rotherham. Planners assumed that the line would be electrified to 25kV AC for conventional trains, although that is now postponed indefinitely, and that they also needed to provide 750V DC for the tram trains.

## Blackburn Depot

Northern has opened a new depot in Blackburn to maintain up to 30 diesel trains. It will house trains that will be rerouted following electrification of the Blackpool - Preston line.

## HS2 Trains

Five bidders have been shortlisted to supply the first generation of trains for HS2. The fleet of at least 54 trains, capable of travelling at 360km/h, will be built early in the next decade to enter service in 2026. The bidders are Alstom Transport, Bombardier Transportation, Hitachi Rail Europe, Patentes Talgo and Siemens. Most of this fleet is expected to be "classic compatible", built to the British structure gauge to allow trains to continue beyond Phase 1 of HS2 between London and Birmingham to serve destinations in the north and Scotland. Larger trains, suitable only for HS2 will follow when the later sections of the lines to Manchester and Toton / Leeds are opened in 2033.

## GWR Intercity Express Launch - Implications

Intercity Express Trains have been launched on the GWR. They are being delivered as bi mode sets. Class 800s will form the core fleet from London to Bristol / Taunton and Cardiff / Swansea and to Swindon / Cheltenham Spa and Oxford / Worcester / Hereford. Ten-car sets will divide at Bristol for services to Weston-Super-Mare and Taunton. Taunton will be the limit of the 800s. Class 802s will have more powerful diesel engines and larger fuel tanks as they will spend more time away from the wires. Class 800s will work to Paignton and Penzance, mainly via Westbury but also on Penzance services routed via Swindon / Bristol. In terms of existing rolling stock, diesel Turbos have transferred from the Thames Valley to the Severn Beach branch, having been replaced by Class 387 electric trains which are running to Maidenhead and reaching Didcot in January 2018. Other Turbos will run on Cardiff - Taunton and on the lines from Swindon and Bath Spa to Portsmouth Harbour or Weymouth. Class 158s will be used on the Cornish main line working from Penzance as far as Bristol and Cardiff and will take over from Pacers on the Barnstaple branch, while Pacers on the Exmouth line will be superseded by Class 150s.

Class 150s will become the standard train on the Cornish branches. Pacers and Class 153s will be withdrawn by the end of 2019. A half-hourly service on the main line in Cornwall will be achieved by using a combination of Class 158s and HSTs. HSTs are being rebuilt by Wabtec in Doncaster as 4-car sets with automatic doors. There will be 11 "Castle Class" sets with standard seating only to be used between Penzance and Exeter St David's (with some services continuing to Cardiff Central). Class 387s will run as far as Newbury by the end of 2018.

## Thameslink Programme

The Thameslink programme has slipped by a year and the full peak service through the central London core of 24 trains an hour is not expected to start until December 2019. However, it is expected some off-peak trains will run through to the ECML from April 2018 and there will be early use of the London Bridge route.

## New Trains for West Midlands Franchise

The new franchise is now run by a joint venture led by Abellio with Japan East Railway Corporation and Mitsui as minority partners. The new operator will have two brands; main line services will be known as London Northwestern and suburban services in the Birmingham area will be branded West Midlands Railway. New rolling stock of 107 trains will be built by Bombardier and CAF. Bombardier will supply more batches of Aventras (36 three-car 90mph trains and 45 five-car 110mph trains). CAF will build 80 diesel vehicles formed as 12 x 2 car trains and 14 x 4 car trains for local services around Birmingham. In addition, Class 230 D-Trains from Vivarail will take over from Class 150s on the Marston Vale Line between Bedford and Bletchley.

## Tyne and Wear Metro

A new fleet of 42 new trains are to be built for the Tyne and Wear Metro, to be delivered between 2021 and 2023, replacing the present fleet which are almost 40 years old. The chosen builder will be announced after a tender process. A new maintenance depot will be built on the existing depot site at Gosforth.

## Ordsall Chord Opened

The first heavy rail link connecting Manchester Piccadilly with Victoria and Oxford Road using the Ordsall Bridge has opened. Piccadilly and Victoria were linked by rail at street level when the first sections of Metrolink opened in 1992, mirroring the earlier tramway scheme.

## LNER (Late Never Early Railways)

The ten worst runners in 2017 are shown below with the number of times the service was late during the year:

1. 09.24 Caterham - London Victoria (Govia Thameslink) (Late on 240 days)
2. 22.27 Leicester - Birmingham New Street (Cross Country) (239)
3. 17.28 Brighton - London Victoria (Govia Thameslink) (238)
4. 10.27 Stansted Airport - Birmingham New Street (Cross Country) (237)
5. 07.21 Stansted Airport - Birmingham New Street (Cross Country) (236)
6. 07.50 Hazel Grove - Manchester Piccadilly (Northern Rail) (235)
7. 09.54 Kings Lynn - London Kings Cross (Govia Thameslink) (234)
8. 17.59 London Bridge - Horsham (Govia Thameslink) (234)
9. 11.10 Southend Victoria - London Liverpool Street (Abellio Greater Anglia) (233)
10. 06.46 Manchester Piccadilly - Gorton (Northern Rail) (233)

## East West Rail Company

The East West Rail Company has been established to develop and operate the new line between Oxford, Bedford and eventually Cambridge, starting work in April. However, the route has changed from being an electrified corridor for freight, to become a diesel operated commuter railway. The route will see new high-level platforms built on the flyover at Bletchley.

## Eurostars to Amsterdam

Eurostar is to run direct trains to Amsterdam from 4 April 2018. Departures from St Pancras International will be at 08.31 and 17.31. Journey times to Brussels on outward trains will be cut by 17 mins to 1hr 48mins. Rotterdam will be reached in 3hr 1min and Amsterdam in 3hr 41mins. On return journeys passengers will have to take a Thalys train from Amsterdam and Rotterdam and change at Brussels Midi/Zuid for passport checks, until such time as the UK and Netherlands governments agree to UK passport checks in Holland before departure. Work is also underway to prepare Ashford International's high-speed platforms for new trains built to full European standards, such as e320 Eurostars, which should safeguard direct international services.

## Vivarail Depot

Vivarail is to build a production site near Seaham, County Durham. The company, based at Long Marston near Stratford upon Avon is converting former London Underground District Line cars to diesel units. The first are expected to enter service on the Marston Vale Line between Bletchley and Bedford.

## Wolverton Works

Wolverton Works is set to be demolished. 375 dwellings will be built on part of the site, the remainder allocated for industrial use, which could include a new, but much smaller railway works. There has been, however, legal challenge to the proposals and there will be a Judicial Review. Historic England, in particular, are deeply unhappy.

## New Rolling Stock Plant

A third train-building plant in Britain is being built by Spanish rolling stock company CAF in Newport on the site of the former Llanwern steelworks. CAF has orders from finance companies who will be leasing new trains to Caledonian Sleeper, TransPennine Express, West Midlands Trains and Northern. The two other train-building plants are the Bombardier site in Derby and Hitachi's centre at Newton Aycliffe, County Durham.

## Class 150 Upgrades

A total of 13 GWR Class 150 DMUs are being upgraded at Crewe. They will be converted to full accessibility standards.

## Scottish Electrification

Electric trains have started running between Glasgow Queen Street and Edinburgh via Falkirk High. The service was launched using existing Siemens seven-car Class 380s, which had been used mainly on the Inverclyde routes rather than new Hitachi built Class 385s which will be phased in over the coming months.

## Blackpool Reconnected

Blackpool North remains closed due to electrification work on the line to Preston. However, a local service between Preston and Blackpool South has resumed, controlled by a new ROC in Manchester, with several traditional signalboxes switched out.

## Toton Proposals

A new station is to be built at Toton to form the East Midland Hub on HS2. However, it may open several years early to serve existing National Rail trains and be a possible destination for NET trams from Nottingham, which already reach the area.

## Magazines

Tony Booth has a full set of 2017 issue of "Railway Magazine" and "Today's Railways" which he wants to dispose of free of charge. If you are interested, please contact Tony Booth.

## British Steel Works Tour

Buckleys are advertising a day trip to the steel works at Scunthorpe from Doncaster on Saturday 25th August. For more details visit their website at [buckleysholidays.co.uk](http://buckleysholidays.co.uk).

## Light Rail News

### BLACKPOOL

The two new flexity cars for the North Station extension arrived in December. 017 arrived on the 1st with 018 following on the 15th. Both cars arrived via the usual M62/61 route from Hull but due to bridge and road works in Blackpool a convoluted route from the north at Cleveleys had to be used. Even then the lowloader and its police escort had to deviate onto the tramway reservation to avoid the promenade closure for the North Station works at Talbot Square. The cars will have a period of commissioning and testing before entering service. Standard car 147 is being treated to a full repaint in the workshops and will hopefully re-enter service on heritage duties in early spring.

As ever details of this year's heritage workings and timetables are available on the Blackpool Heritage Tramtours website.

## SHEFFIELD

After a good period of service running on all three routes all the CITYLINK tramtrains were temporarily withdrawn from service on Friday 16th February due "to a problem near Shalesmoor". It is hoped the problem can be quickly resolved as the new cars have been easing the pressure on the hard worked original Duewag cars. Of these, car 113 has been viewed out of service at Nunnery depot and has not worked so far this year.

Good progress can be seen at Rotherham Central with the lower platform extensions for tramtrain use both nearing completion. Most of the overhead wiring is now in place apart from the connection onto the original Supertram wiring at Meadowhall South.

## Walton Church

### Paul Slater

(This is Paul's one and only attempt at a ghost story.)

The church at Walton stood well away from the village, on a low hill beside the railway line, just as I had glimpsed it once from a train, years earlier. Beyond the church, the road petered out into a muddy track against a few isolated houses on the edge of the Fens. It made a dismal scene in the dark, windy mid-January afternoon, but it was a place I'd had in mind to visit, and it was a convenient distance for an afternoon drive at this time of year when the days were short. My mother liked to go out in the car on Saturday afternoons, summer or winter, and I had agreed to take her out today.

I turned the car round at the end of the road and drove back towards the church. It was not accessible by road, but a path led to it across the fields. "I wonder if it's still used, right out here," my mother said.

I put on my boots and trudged alone up the muddy path. A train went by, heading south towards London, and then I was through a gap in a hedge and the church was visible not far ahead. The sight of it filled me with foreboding. I now saw that it was derelict, and, standing isolated on the first little hill out of the dreary expanse of the winter Fens, it seemed somehow ominous. I thought I saw a man standing on the tower looking at me; and even when I looked again and saw that it was only a piece of scaffolding, the sense of unease did not entirely go away. Close at hand, the church, with its windows all broken, and bushes growing unchecked up its walls and sprouting from the unkempt graveyards, looked more sinister than ever. A train heading fast up towards London startled me; it did more, it frightened me, in a way which seemed inexplicable. The colours of the train made a pleasant contrast with the greys and browns of the winter scene, and I thought that it had probably come from Edinburgh; but the sight of it filled me with dread, and when I looked up

the line and saw the green signal-light shining, I had an uncanny feeling that something was very wrong. Furthermore, I knew that another train was soon going to come in the other direction, northwards, and I knew that this would be even worse. I felt that I had to wait and see the northbound train pass, and in fact I did not have many minutes to wait before another express – probably heading for Leeds, I thought – came by, running very fast on the downgrade into the Fens. It sped past the church and dwindled into the distance; the sense of dread eased, but I was filled with loathing for this spot.

I was glad to get back to the car, and my mother was glad to see me. “I was beginning to wonder if you’d ever come back”, she said, “I thought, what shall I do if I’m left by myself right out here? I haven’t seen a soul, just the three trains. I’d go out of mind in a lonely place like this! And there was something about the trains, going past that old church in the middle of nowhere, it frightened me somehow. It seems silly, doesn’t it? I can’t really explain it.”

I didn’t like to tell my mother about my own feelings by the church, in case it made her more afraid than ever. I was very glad to drive away from Walton. The early winter dusk was already coming down.

That night, I had a bad dream. In my dream I saw Walton Church, and I also saw the railway. Through a window partly obscured by whiteness, I saw a train rush past me, and felt horror. I saw green signal-lights, and knew, as I had felt at Walton Church in real life, that something was very wrong. I saw ice on a wire, and a man hammering a telegraph key frantically, uselessly. I sensed fire, and scalding steam, and a mass of metal. I heard sharp explosions, and people screaming in agony; but the scream was my own, and I was awake.

Next day I got out an old book of railway accidents, and eventually found a description of what I was looking for. The accident had taken place, not at Walton itself, but at Ripton, a few miles to the south. In a freak snowstorm, which jammed signals and iced up wires and put the electric telegraph out of action, an express from Edinburgh had run into a preceding southbound train. The signalman at Walton – his cabin must have stood close by the church – had watched helplessly as the train sped past, as he had not known that his signals were stuck at clear. An express for Leeds could not be warned in time; the detonators which the railwaymen at Ripton put on the line went off, but too late, the train was travelling fast on the downgrade and could not stop. Twenty people died when it smashed into the wreckage of the first collision.

I don’t really believe in the supernatural, but I’ve read that violent or dramatic events can leave a kind of imprint on their surroundings, to be picked up, perhaps years later, by other people in the right circumstances. I’ve also read that old churches can act as amplifiers of ‘earth currents’ and other mystical forms of energy. I can only conclude that I experienced a happening of that kind, and that some echo of the Ripton disaster had got trapped in the empty church. Perhaps some of the victims of the accident were buried in the forlorn graveyard; I had not the slightest wish to go back to Walton church to find out. What really convinced

me that I had sensed some kind of re-enactment of the drama was the date; the Ripton accident had happened on the fifteenth of January, one hundred years before to the very day.

### Tosca’s Travels (Beer and Bashing Abroad)

#### Part 30

It’s February 2002 and I am about to try something a little daunting. My son, Adam, is now 3 years old. He has been on a few days out bashing with me in England, but this is a little more than that. We are heading for a few days in Germany and Adam is about to score his first foreign locos.

#### Friday 22nd February 2002

91120 Doncaster - Peterborough

DMU 153314 Peterborough - Ely

DMU 158790 Ely - Stansted Airport

**Ryanair EI-CSH** Stansted - Frankfurt Hahn

For those of you that have not been to “Frankfurt” Hahn, it is miles from Frankfurt, in fact it is a coach ride of 1 hour and 40 minutes to Frankfurt itself. Arrived at Frankfurt and went to catch a train to our location for the next few days, which was Giessen.

**DB 111070 & DB 110115** Frankfurt am Main Hbf - Grossen Linden

DB 111070 Grossen Linden - Giessen

After checking into the hotel and having dinner there we had a stroll back to the station.

**DB 215053** Giessen - Giessen Licher Strasse.

Bus Giessen Licher Strasse - Giessen

**DB 111011** Giessen - Wetzlar

**DB 141228** Wetzlar - Giessen

#### Saturday 23rd February 2002

Had a leisurely lie in and breakfast and then went to the station with the idea that if I need something I would do it. In the end it turned out to be a huge circular trip to Dusseldorf Airport.

**DB 141254** Giessen - Dillenburg

DB 111105 Dillenburg - Herborn

**DB 111063** Herborn - Haiger

**DB 141288** Haiger - Siegen

**DB 111015** Siegen - Koln Hbf

**DB 143584** Koln Hbf - Koln Deutz

DB 218131 Koln Deutz - Koln Hbf

**DB 110152** Koln Hbf - Dusseldorf Hbf

DB EMU Dusseldorf Hbf - Dusseldorf Flughafen Terminal

Had an hour or so spotting aircraft and eating lunch.

DB DMU Dusseldorf Flughafen Terminal - Dusseldorf Hbf

**DB 143259** Dusseldorf Hbf - Essen Hbf

I was only going to do that train one stop but as soon as we sat down Adam fell asleep, so as it was required track I decided we would go to the terminus.

Surprisingly the nap worked a treat and Adam was wide awake as we got off at Essen.

**DB 143836** Essen Hbf - Essen Steele

DB 143601 Essen Steele - Essen Hbf

**DB 143617** Essen Hbf - Essen Steele

DB 218140 Essen Steele - Wuppertal Hbf

**DB 143588** Wuppertal Hbf - Hagen Hbf

DB EMU Hagen - Siegen

DB 141288 Siegen - Dillenburg

**DB 111008** Dillenburg - Giessen

## Sunday 24th February 2002

Today the main purpose was to cover the track from Heidleburg to Bad Friedrichshall which was diesel hauled. So, it was another leisurely start and an amble to the station.

**DB 120141** Giessen - Heidleburg Hbf via Frankfurt am Main Hbf where it reversed.

**DB 218301** Heidleburg Hbf - Bad Friedrichshall Jagstfeld

**DB 218219** Bad Friedrichshall Jagstfeld - Heidleburg Hbf

**DB 101004** Heidleburg Hbf - Frankfurt am Main Hbf

DB EMU Frankfurt am Main Hbf - Frankfurt am Main Flughafen

Again, we decided the airport would make a good lunch stop. We decided to do the airside coach tour which was only 7 euros for me and 3 for Adam. Excellent trip, even though the commentary was, of course in German. Then it was back for a couple of spins around Frankfurt before heading back to Giessen.

**DB 101040** Frankfurt am Main Flughafen - Frankfurt am Main Hbf

**DB 111108** Frankfurt am Main Hbf - Frankfurt am Main Sud

**DB 111210** Frankfurt am Main Sud - Frankfurt am Main Ost

**DB 110497** Frankfurt am Main Ost - Frankfurt am Main Sud

**DB 218356** Frankfurt am Main Sud - Frankfurt am Main Hbf

DB 111070 Frankfurt am Main Hbf - Giessen

## Monday 25th February 2002

Plan for today was to cover two lines that had lost most of their loco hauled services and were soon to become unit only.

**DB 120126** Giessen - Marburg

**DB 141069** Marburg - Kirchhain

**DB 141208** Kirchhain - Marburg

**DB 212023** Marburg - Erntebruck

As we arrived at Erntebruck the snow had fallen, and it made for a good photo.

DB 212023 Erntebruck - Marburg

DB 111070 Marburg - Kassel Hbf

**DB 216102** Kassel Hbf - Volkmarsen

DB 216102 Volkmarsen - Kassel Hbf

DB 218133 Kassel Hbf - Kassel Wilhelmshohe

**DB 120123** Kassel Wilhelmshohe - Giessen

## Tuesday 26th February 2002

Travelling back today and trying the long coach avoidance move.

DB 215053 Giessen - Koblenz Hbf

**DB 181222** Koblenz - Bullay

Private DMU Bullay - Traben Trabach

From Traben Trabach it was a 20-minute taxi ride to Hahn airport.

**Ryanair EI-CSP** Frankfurt Hahn - Stansted

DMU 170505 Stansted airport - Peterborough

43112 & 43167 Peterborough - Doncaster.

A nice trip with 32 winners and more importantly a positive result to see how Adam would cope and enjoy it. I think it's safe to say he caught the bashing bug!

## Pennine Observer Notes

### Eastern Region

Recent sightings at Doncaster have been:

- |        |  |
|--------|--|
| Nov 4  | 66164 on goods train<br>60065, 66715, 66717 in yards<br>68003 in sidings near station  |
| Nov 9  | 66040, 66091, 66238, 66763 Intermodal<br>66520/66555, 66567/66591 Freightliners<br>66712, 66756 Coal<br>66757, 66778, 68003 Departmental<br>60063 Light engine<br>67028 rescuing failed 91120<br>66733 Gypsum<br>66113 Spoil<br>66772 Sand<br>66125, 66750 Stone/empties<br>66098 Limestone empties                    |
| Nov 16 | 67028 Standby<br>66544, 66552 Freightliners<br>66059, 66119, 66125, 66744 Intermodal<br>66768, 66745, 60054, 68003 Departmental<br>66713, 66711, 66742 Coal<br>90019 Leeds - KX<br>66731 Gypsum<br>66702, 66732 Stone empties<br>60021 C.H.S.<br>66095 Spoil<br>66083 Limestone empties<br>66772 Sand<br>66101 Steel   |
| Nov 23 | 67028 Standby<br>67029 DBS staff train<br>66507, 66952/66418 Freightliners<br>66060, 66095, 66198 Intermodal<br>66702, 66707, 66746 Coal<br>60021, 68003 C.H.S.<br>90029 Leeds - K.X.<br>66710/66723 R.H.T.T.<br>66739, 66754 Departmental<br>37601 Light engine<br>46100 'Royal Scot' + 57314 Ealing Broadway to York |



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Nov 23 66107 Spoil  
66090 Limestone empties  
66768 Stone empties  
66080 Steel  
66192 Stone

Nov 30 67028 Standby  
67013 dragging failed 91109  
67022, 60026 Light engine movements  
90029 Leeds – K.X.  
800020 Doncaster IEP to North Pole  
66169 Rails  
66014, 66137, 66742 Light engine movements  
66420, 66532 Freightliners  
37038, 56096 C.H.S.  
66429, 68003 Departmental  
66729 Gypsum  
66707, 66741 Coal  
66724, 66731 Stone empties  
66005 Steel  
66207 Stone  
66140 Spoil  
66134 Limestone empties

Dec 7 67013 Standby  
66076, 66085, 66142, 66747 Intermodal  
66543/66595, 66502 Freightliners  
66035/66192 Rails  
43014/43062 Network Rail test train  
66149, 66167/67002, 66149, 66731, 68003,  
66432 Departmental  
66708, 66727, 66765 Coal  
66768, 66701 Gypsum  
66030, 66717 Light engine movements  
66117, 66137 Steel  
60009 'Union of South Africa' Norwich to York

Dec 14 67030 Standby  
90034 Leeds – KX  
60086 Rails  
66302/66429, 66775 Departmental  
66085, 66115, 66200 Intermodal  
67003/66156/66164, 66762, 66723 Light engine  
movements  
66756 Stone empties  
66753, 66771 Gypsum  
66708, 66729, 66733 Coal  
66504/66524, 66539 Freightliners  
66098 Spoil  
66765 Sand  
66126 Steel  
66192 Slag?

Dec 21 67003 Standby  
66542/66585 Light engines to Midland Road  
90034 KX – Leeds - KX  
66119, 66126, 66149 Intermodal  
66158 Rails  
66705, 66733, 66747 Coal  
66537, 66597 Freightliners  
66134, 66429, 66550, 66775 Departmental  
60054 RHTT wagons  
800021 to North Pole  
66719 Light engine

Dec 21 66753, 66763 Gypsum/empties  
66115 Spoil  
66706/66748 t.& t. Sand  
66085/60020 light to Toton

Dec 28 66151/66162, 66773 Light engine movements  
66516, 66591 Freightliners  
66708, 66740 Coal  
66753, 66756 Gypsum/empties  
66128 Intermodal  
66003 Departmental  
66704 Sand  
66142 Steel empties  
66729 Route learning  
800302 to Newton Aycliffe

Jan 11 67010 T bird  
66740 Empty Coal  
66704 Intermodal  
66741 Empty Coal  
66174 Intermodal  
66024 Loaded Rails  
66429 Departmental  
66729 Empty Limestone  
66708 Empty Coal  
66418 Freightliner  
66039 Intermodal  
66102 Light Engine  
66741 Empty Coal  
66709 Loaded Gypsum  
66742 Empty Coal  
66065 Light Engine  
66174 Light Engine  
66713 Empty Limestone  
66756 Empty Limestone  
66561 Freightliner  
66102 Departmental  
66194 Empty Spoil  
66704 Intermodal  
66727 Loaded Sand  
66429 Departmental  
66021 Empty Steel  
60054 Empty Rails  
66006 Loaded limestone  
66706 Empty Coal  
66702 Empty Limestone  
66065 Intermodal  
66508 Light Engine  
60054 Empty Rails  
66134 Light Engine  
66615 Loaded Limestone  
66532 Freightliner  
66156 Empty Plasmors  
60054 Light Engine  
66740 Empty Coal

Everything was going OK until 14.30 when the 13.05 London - Leeds failed between Grantham and Newark holding everything up behind it. Signal after signal was trains, the most one affected was the 15.10 to Aberdeen which arrived at Donny at 17.57. They got most of the trains back to normal time although trains to and from

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Leeds were mostly affected, the 15.45 ex-Leeds was the last one to go south. First train to arrive into Donny on time was the 19.10 to Hull.

Jan 18 66741 Empty Coal  
 56105 Departmental  
 66100 Loaded Rails  
 66421 Departmental  
 66154 Intermodal  
 66561 Freightliner  
 66174 Intermodal  
 66733 Empty Coal  
 66706 Empty Coal  
 66154 Light Engine  
 66778 Departmental  
 67006 Light Engine  
 66755 Empty Gypsum  
 66559 Light Engine  
 66100 Light Engine  
 66098 Empty Spoil  
 66708 Intermodal  
 66096, 66020+60002 Light Engines  
 66154+90029 Departmental  
 66162 Loaded Stone  
 66727 Loaded Sand  
 66421 Departmental  
 66024 Empty Steel  
 66703 Empty Coal  
 66776 Empty Stone  
 66416 Freightliner  
 66100 Intermodal  
 66745 Light Engine  
 66726 Loaded Coal  
 66596 Freightliner  
 66023 Empty Plasmors  
 66741 Empty Coal

Jan 25 67010 Standby  
 66421 West Yard  
 56105 C.H.S.  
 66096, 66141 Light engine movements  
 66024, 66059, 66175 Intermodal  
 66416, 66551 Freightliners  
 90034 Leeds – KX  
 60091/66089 Rails  
 60054, 66434, 66773, 66184/66776 Departmental  
 66706, 66726, 66742 Coal/empties  
 66755 Gypsum empties  
 800003/4 Doncaster IEP – Edinburgh  
 66197 Spoil empties  
 66151 Stone  
 66765 Sand

Feb 1 67030 Standby  
 66083, 66108, 66207 Intermodal  
 66124 Rails  
 66706, 66755 Coal/empties  
 66523, 66951 Freightliners  
 56094, 66158, 666760, 67006 Light engine movements  
 66124, 66421, 66720 Departmental  
 66568 Sleepers  
 66098 Spoil empties

Feb 1 66170 Limestone empties  
 66765 Sand  
 66175 Steel  
 66060, 66710 Stone/empties  
 56105 C.H.S.  
 800101 Doncaster IEP – K.X.

Feb 8 67010 Standby  
 66057, 66083, 66156 Intermodal  
 66502, 66420 Freightliners  
 90034 Leeds – K.X.  
 66702, 66715, 66749 Coal/empties  
 66434, 66097, 66776 Departmental  
 66089, 66151, 90039 Light engine movements  
 66563 Sleepers  
 66086/66031 Rails  
 66121 Spoil  
 66014 Limestone empties  
 66765 Sand

Feb 15 67003 Standby  
 90034 West Yard  
 90019, 90039 Leeds – K.X.  
 66019, 66156 Intermodal  
 66110 Railvac  
 66422, 66769 Departmental  
 66186 Rails  
 66540, 66955 Freightliners  
 66702, 66703, 66715 Coal/Empties  
 66716 Sand  
 67005/67006 Royal Train  
 66100, 66116 Light engine movements  
 66009 Stone  
 66199 Limestone empties  
 800031 to North Pole

Feb 22 67010 Standby  
 66002, 66096, 66107 Intermodal  
 66434, 66184/66782, 66705 Departmental  
 66142, 67021 Light engines  
 66707, 66735, 66744 Coal/empties  
 66057 Spoil  
 66779 Sand  
 801101 Doncaster IEP –K.X. and return

### Other recent sightings have been:

Oct 17 66747 at Gascoigne Wood  
 Oct 19 66703 on Tilcon at Hull  
 66757 and 66184 at Gascoigne Wood  
 Nov 4 37038 in sidings at York  
 66763 on container train at Potterhanworth  
 Dec 16 66712 light engine at Gainsborough  
 Dec 23 66502 on container train at Adwick  
 Jan 26 66123 at Peterborough

### Midland Region

#### Recent sightings have been:

Dec 2 20302+20312 on track-cleaning train at Sheffield  
 Tramtrains 399203-207 at Nunnery depot  
 Dec 30 60044 on oil train at Nottingham  
 Nottingham trams 204, 216, 222 226, 230 and  
 232-235 at Nottingham station

## Scottish Region

A day trip to the Scottish capital from Doncaster on 27th January saw - 91107 08.30 KX / Edinburgh. 66616 / 73969 / 86401 on Craigentenny. 92018 stabled in Waverley and 91116 back on the 16.00 Edinburgh / KX. New 385103 was on test and 380018/380112 were sampled on the 14.00 Edinburgh / Glasgow all the way to Haymarket. Most workings on the newly electrified route were still in the hands of class 170 DMUs though.

## Southern Region

A New Year break on the south coast at Brighton saw veterans 313201 (in BR blue), 206, 214 and 216 in use on Coastway services. The journey home on the 2nd endured 3 different Thameslink units (700033/044/113) to St Pancras to give a break from the Ironing board seats!!. Thankfully 90034 on the 14.05 KX / Leeds was far more comfy.

### Other recent sightings have been:

Jan 26 92043 and 92044 at Ashford  
4029/4030 at Ashford International

## Western Region

### Recent sightings have been:

Jan 27 57602 on sleeper from Penzance at Paddington  
60063, 66143, 66103, 57602, 57603, 57306,  
08836 and 66054 at Acton

## Railtours and Charter Trains

### Locos seen on railtours and charters have been:

Oct 19 ("Immingham Revisited") 66115, 66020  
Nov 4 ("Yorkshireman") 60103  
Jan 27 ("The Thames Trumper") 59204, 66122

## Preserved Railways

Locos used on 7 October at the Keighley and Worth Valley Railway were D0226 and 44871.  
Steam Locomotive 178 was noted giving brake-van rides at the NRM on 4 November.

## Visits to Eastleigh

Visited Eastleigh on the 6th December on board the usual 450 unit, this time 450016.  
There from 12.00 to 15.30 with time out in Spoon's "Wagon Works" for lunch, very nice Gammon and chips. So probably missed a few freight movements!  
The ones noted, 66031 cars, 66520 containers, 66111 light engine, 66129 shunting, 59002 aggregates.  
By the time for my return to Portsmouth I was starting to shiver, so very pleased to see unit 450569 arrive on platform 3.  
Thought those days of shivering on station platforms was a thing of the past when sheltering from the sun on Luxor station.

Visited again on the 30th January, didn't go across the road for lunch this time, so had a better day loco spotting. Locos noted:- 66058 in the works yard, DB livery. Through the station 66055 cars, 66142 cars, 66766 biomass also 66525 containers, 70004 containers, 66418 containers, 66039 containers, 66011 and 66093 light engines to East Yard, later returning through the station with 66061 in tow. 66122 moved a rake of Coalfish wagons out of the East Yard to sidings behind the station. 66194 ballast train into the virtual quarry!  
Not a bad haul I thought 13 locos in over 3 hours, 12.45 to 16.30. The train I was going to catch was the 15.28 departure, but this was cancelled so the last hour was spent in the buffet keeping warm with a coffee & cake!  
Should by now be getting used to English temperatures!  
Regards Yasser, Egyptian correspondent.

## Visit to Australia

Our member from Cottingham, John Dewing, joined the 'barmy army' to watch England play 3 Test Matches in Perth, Melbourne and Sydney. Highlights were Cook's innings of 244, highest score by a player to 'carry his bat' in Test cricket, being amongst 88,188 people on Boxing Day at Melbourne, seeing Bairstow and Malan 100's at Perth and Broad's 56 only to be given out on a disputed catch.  
He managed to fit in a ride on the Kuranda Scenic Railway ('double headed diesel locos') and the Skyrail Cable Car.

## Pennine Quiz No. 171

**How good are you at Shed Codes particularly pre-tops in the fifties and sixties? Give the Shed Code for the following depots in the given year.**

### Robin Skinner

- |     |                        |      |
|-----|------------------------|------|
| 1.  | Devons Road(Bow)       | 1952 |
| 2.  | Grantham               | 1957 |
| 3.  | Newton Abbot           | 1952 |
| 4.  | Camden                 | 1957 |
| 5.  | Carnforth              | 1960 |
| 6.  | Glasgow St Rollox      | 1956 |
| 7.  | Stockport Edgeley      | 1963 |
| 8.  | Scarborough            | 1952 |
| 9.  | Aintree                | 1952 |
| 10. | Edinburgh St Margarets | 1956 |
| 11. | Dundee Tay Bridge      | 1957 |
| 12. | Taunton                | 1960 |
| 13. | Stewarts Lane          | 1964 |
| 14. | Brighton               | 1960 |
| 15. | Bricklayers Arms       | 1952 |
| 16. | Ramsgate               | 1952 |
| 17. | Hasland                | 1956 |
| 18. | Normanton              | 1957 |
| 19. | Tyne Dock              | 1964 |
| 20. | Langwith Junction      | 1952 |

## Pennine Quiz No. 170

### The Answers

1. Brown
2. City of Truro
3. Little Somerford
4. Australia
5. Wrexham
6. Lady of Legend
7. Science Museum, South Kensington
8. Toddington
9. Hereford
10. Whitland
11. Wolverhampton
12. Erlestoke Manor
13. Bronwydd Arms
14. Betton Grange
15. Bristol
16. Brent
17. Burton Agnes Hall
18. Buckfastleigh
19. Churston
20. King Edward I
21. Cardiff
22. Clun Castle
23. Swansea
24. Newport
25. Charles B. Collett

### 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 March 21st 2018

Andrew Watts

### Wednesday April 4th 2018

Robin Patrick  
'Travels in 2017'

### Wednesday April 18th 2018

Robert Prichard

### Wednesday May 2nd 2018

Jerry Dickinson

### Wednesday May 16th 2018

Chris Nicholson

### Wednesday June 6th 2018

Roger Butcher  
'Gone but not forgotten'

### Wednesday June 20th 2018

Pete Sargieson

### Wednesday June 27th 2018

Visit to Barrow Hill (Provisional)

### Wednesday July 4th 2018

John Law  
'St Pancras to Leeds'

### Wednesday July 18th 2018

Joe Wray

## Acknowledgements

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## Next Issue

The Summer 2018 issue of Trans Pennine is due for publication on Wednesday 20th June would contributors please let the coordinator have their information by no later than Wednesday 16th May. If you can, please email your contributions to [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.