

TRANS PENNINE

The Magazine of the Pennine Railway Society



**No 184
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Photos

Front Cover

The photo taken by Graeme Wade shows Power Car 43468 leading a diverted Grand Central service through Saxilby on 16th October 2010. The Power Car is now with East Midlands Trains.

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

The General Data Protection Regulation (GDPR) 2018

GDPR is a new law stating how organisations and societies should handle data and giving greater protection and rights to individuals.

On joining / renewing membership of the Pennine Railway Society, members freely supply their name and contact details, which may include home address, email address and telephone number(s). This is held by the Membership Secretary and shared only with other committee members to ensure you receive the Society's quarterly magazine, together with other news solely relating to the Pennine Railway Society. This information is held until such time an individual ceases to be a member of the Society, upon which it is removed.

Any member has the right to access and obtain a copy of their own data that is held by contacting the Membership Secretary and can ask to have any information removed or any incorrect information changed.

Visit to Barrow Hill - Wednesday 27 June 2018

We are pleased to announce that we will be again having a private visit to Barrow Hill, now open again after major refurbishment. We are visiting on Wednesday 27 June 2018. Meet at 6.30pm. Cost will be £7 per person which will include a donation to the Barrow Hill Engine Shed Fund.

To book a place please contact Robin Skinner. Bookings will also be taken at our social evenings at Club 39.

First Self-Driving Main Line Train

The 09.46 Peterborough - Horsham Govia Thameslink Railway service on 27 March became the first self-driving main line train. Between St Pancras and Blackfriars stations, at around 11.10am driver Howard Weir pressed a yellow button - switching into "automatic train operation" mode. The train's autonomous systems then took control of braking and accelerating, while the driver remained in the cab to carry out safety checks and close the doors. Class 700s have their own in-cab signalling system, linked to Network Rail's digital signalling system, but will also allow trains to communicate with other self-driving trains on the network. Sensors will also reveal which carriages have spaces.

The technology will allow services to run closer together, with as little as 100 metres between them. However, the driver will be ready to take control at any point. The self-driving mode on Class 700s will initially be deployed between St Pancras and Blackfriars in May 2019, with the number of services increasing to 24 per hour by December 2019, a frequency never achieved before on mainline railways in Britain.

First D-Train Order

Vivarail has received the first order for its reconditioned ex-District Line trains, now Class 230s. Three diesel sets are to enter service with London Northwestern in December, between Bedford and Bletchley.

Liverpool Lime Street Upgrade

More work is to take place at Liverpool Lime Street from 2 June - 29 July, with more platform remodelling and bringing the new platforms 7 and 8 into use. Main line services will terminate at Liverpool South Parkway, with Merseyrail providing rail connections onwards to central Liverpool.

East Croydon Improvements

Major work is to take place to improve the overloaded Brighton main line. A series of new grade-separated junctions north of East Croydon station will remove the "Croydon bottleneck" at Selhurst, building on the former Southern Railway tradition to provide flyovers rather than flat junctions. A further two platforms will be built at East Croydon. The station was used by 29m+ passengers in 2016-17, including 6.5m who were changing trains.

Train Building Factory for Siemens

Following the transport minister's statement that diesel trains are to be withdrawn by 2040 (ambitious!), Siemens has chosen Goole for a train-building site. Hitachi's factory in County Durham is currently working at capacity and as a result one tranche of Class 802 Intercity Expresses for GWR is being assembled in Italy. Offers on the immediate horizon include a major fleet of tube rolling stock for Transport for London.

Class 802s Unveiled

The first completed bi-mode Class 802s for GWR have left Italy by rail through Austria, Germany and France, arriving in Britain via the Channel Tunnel, joining three prototype trains already being tested in the South West. The differences between the 800s and 802s are being reduced as the Class 800s are being retrospectively fitted with the same type of larger fuel tanks to enable longer journeys on non-electrified routes. It is hoped the first Class 802 could enter service on the route between London and Cornwall in July.

Bordeaux on Horizon

A direct rail link between London and Bordeaux could reduce the trip to under five hours. Four firms are in talks to start the service within two years, bypassing Paris on the new 188-mile, high speed line between Tours and Bordeaux. At present, the journey can be only done in 5hrs 25mins there, and 6hrs 26mins return.

Did You Know?

The world's shortest national train network is the Vatican Railway, 1270m in length, standard gauge, owned by the Holy See and opened in 1934. It connects the Vatican State's only station with one outside the Vatican walls. Freight is brought in from Italy (there are 2 sidings). There is no regular scheduled passenger service, but a weekly special train (Saturdays) is provided by the Vatican Museums and the Italian Railway and is open to the public. The electric service runs from the Vatican City railway station to Albano Laziale via Castel Gandolfo.

Ten Top Sleeper Trains

Chicago - Los Angeles - Amtrak's The Southwest Chief runs daily, a trip of 45 hours. Burgers and pasta in the dining car and muffins and popcorn in the café / bar. Trains are like cruise ships and accommodation ranges from entry-level two-berth Superliner Roomettes to Superliner Bedrooms with all meals included. One-way with berth from £387.

Hanoi - Da Nang - Nicknamed Reunification Express, trains run along the coastline from Hanoi in former North Vietnam to Ho Chi Minh City in the south but the 16-hour section from Hanoi to the popular resort of Da Nang is the best part of the journey. Sleepers are four-berth configuration and meals can be delivered from the kitchen car. One-way berth from £23.

Sofia - Istanbul - A nightly service with a mix of Turkish and Bulgarian sleeping cars. No catering and at 2am passengers must disembark and queue to buy a Turkish visa. One-way with berth from £26.

Bangkok - Chiang Mai - A 14-hour nightly service. Lively on-board ambience, particularly when the Mekhong whisky flows in the restaurant car. The second-class sleeper is in open carriages, with first class private cabins. Berths from £22.

Paris - Moscow - Europe's second longest train journey (after the Nice - Moscow train) runs 2,164 miles every Thursday night from Paris Gare de l'Est through Strasbourg, Berlin, Warsaw, Minsk and Moscow, taking 38 hours. Trains have four-berth cabins with washbasin, or deluxe compartments with bathrooms. A Polish restaurant car serves pierogi dumplings through to Warsaw, with a Russian dining car on the last part. One-way with berth from £299.

Bucharest - Transylvania - A Romanian sleeper train running nightly. Satu Mare is the terminus. One-way with berth from £37 (a shared four-berth) or upgrade to your own two-berth for an extra £30.

China - Tibet - The Qinghai to Tibet railway is the highest on the planet and there are oxygen outlets in all carriages. A 21-hour journey from Xining to Lhasa. There are snack trolleys, a restaurant car and instant noodles to use with the constant supply of hot water. Entry level "hard" sleepers, six berths to a cabin, are actually padded and have bedding, but many opt for a four-berth "soft" sleeper. Berths from £59.

Caledonian Sleeper - The Caledonian connects London with Aberdeen, Fort William and Inverness six nights a week. Luxury suites and double beds will be rolled out this year but retaining standard class. Currently one-way with berth from £100, prices for travel on new rolling stock not yet announced.

Paris - Pyrenees - Nightly service from Paris Austerlitz to Latour-de-Carol to connect with Spanish railways. Food is from vending machines, but berths are comfortable, and blankets and duvets are provided. One-way with berth from £90 (extra at weekends).

Jo'Burg - Cape Town - An alternative to the luxury private Blue Train, this South African Railways train is a good, safe, sleeper service for a fraction of the price. Tourist class berths (sheets extra) have a basin in the room, communal showers and toilets and an air-conditioned dining car. The journey takes 27 hours. One-way with berth from £42.

Rent a Holiday Property (On a Station)

A new five-star property is now available to rent. Platform Three at Malvern Link is a luxury conversion of the old station master's house that is the only surviving building from the station, demolished in the 1960s in the Beeching cuts. The line is still in use with services to Birmingham, Oxford, Hereford and Worcester. Quirky features include décor inspired by London Underground and a floor made from 2p coins. A balcony allows for train recording. Two adjacent lets are also to be added.

Did You Know 2?

Shrewsbury Severn Bridge Jcn signalbox, built 1902, is now recognised as the world's largest mechanically-operated signalbox, with a 180-lever frame.

Kent and East Sussex Railway Extension Proposals

There are proposals to extend the Kent & East Sussex Railway by two miles from Bodiam to Robertsbridge. It is a controversial £7million scheme backed by wealthy benefactors, involving compulsory purchase orders on farmland needed for the new track. This will connect with the national network on the London to Hastings line. The original route between Robertsbridge and Headcorn in Kent opened in 1900 and was shut in 1961. It partially reopened as a heritage railway in 1974, running 10.5 miles from Bodiam to Tenterden.

Nova 3 On the Way

New CAF Spanish built trains for Transpennine Express are being tested at Velim in the Czech Republic. Dubbed "Nova 3", the fleet will comprise 13 Mark 5a sets to be hauled by Class 68s, owned by Beacon Rail and leased by Direct Rail Services.

Wigan Springs Branch - New Depot

Work has begun on building a new depot for passenger trains on the site of a freight yard at Springs Branch. It will cater for 32 trains, 24 of which will be electric for Northern. It is due to open in December 2019.

Tri Mode Trains

Former Class 319s, which are dual voltage and were constructed for Thameslink in 1988, are being fitted with two MAN diesel engines, leading them to be dubbed "tri-mode" by GWR. Similar conversions have already been made by Northern. The Class 769 "Flex" units will run as four-car trains. Porterbrook is leasing 19 of the converted units to GWR, with 19 Class 165 diesel Turbos cascaded to the Bristol area. Class 769s will support the introduction of refreshed trains on Heathrow Express services, and then are likely to be used between Reading and Oxford and between Reading and Gatwick Airport via the North Downs line.

Commonwealth Games 2022

Transport proposals for the West Midland following the award of the 2022 Commonwealth Games to Birmingham include the rebuilding of Perry Barr, the nearest stadium to the Alexander Stadium and the Athletes' Village, a major upgrade to University station, extra capacity on the Cross City Line, and new stations at Darlaston, Willenhall, Kings Heath, Moseley, Hazelwell, Merry Hill and the West Midland Safari Park on the Severn Valley Railway.

Scottish Protests

There are protests at the decision to cascade a dozen ScotRail Class 150 and Class 170 diesel units to England (their lease from Porterbrook had expired). This has been done as there are problems with the programme to introduce HSTs on internal intercity routes in Scotland, while Class 385 electric trains have been unable to enter service between Edinburgh and Glasgow because their curved windscreens were found to distort the driver's view of signals. Class 365s have been cascaded from Great Northern to cover for the Class 385s.

Heathrow Express

The operation of Heathrow Express is to be taken over by GWR later this year. The service will still be owned by Heathrow Airport and is now expected to run until at least 2028. A replacement dedicated fleet is promised by the end of 2019, formed of adapted Class 387s, replacing Class 332s. The first TfL Rail services to Heathrow have just started, replacing Heathrow Connect. Frequencies will be increased from twice to six times an hour when the Elizabeth Line is fully open at the end of 2019, with a further four Heathrow Expresses each hour.

East Midlands Franchise

The FirstGroup / Trenitalia consortium has withdrawn from competing for the East Midlands franchise. Current bidders are Arriva, Stagecoach and Abellio. The franchise will be awarded in April 2019, with the contract starting in August 2019.

First Blackpool Electric

History was made on Monday night / Tuesday 14/15th April when Pendolino 390152 worked the first electrically powered train into Blackpool North on the newly electrified line from Preston. The overnight test runs apparently went well and electric services by both Northern and Virgin were due to start with the new summer timetable on 20th May.

Things You Hear!

On a Wednesday morning in May, as a Class 142 Pacer approached Platform 1 at Meadowhall, a woman was heard to ask "Does this one go past City Hall?"

Things You See!

On the same day at Sheffield station, due to a fault on the departure screen near the Supertram entrance, the 15.41 departure to Bridlington from Platform 4 was shown to be going via Manchester Piccadilly!

Light Rail News

BLACKPOOL

The 2 newly delivered flexity trams 017 and 018 are now both in regular passenger service. A visit to the Rigby Road heritage depot workshops on 5th May saw the following:-
ELECTRICAL COMPOUND - Boat cars 230 (out of service), 600 (under repair). Standard 143 (restoration)
PAINT SHOP - Boat car 227 (final jobs before return to service). Birkenhead 20 (under repair)
MACHINE SHOP - Centenary car 642 (restoration).

SHEFFIELD

More progress (at last) to report in the much delayed tram-train project. Over the weekend of 21/22 April the network rail overhead was connected to the Supertram overhead at Tinsley junction near the Meadowhall south stop. After this history was made in the early hours of Thursday 10th May when 399202 became the first tram-train vehicle to traverse network rail metals with a short run under its own power to the Magna Science Park stop. The following night 202 again was used to test possible emergency recovery on the Network Rail section with DB loco 66156. Further testing and commissioning of the line should follow to enable the much hoped for autumn opening to be achieved.

MIDLAND METRO

13 of the original fleet of T69 trams have been sold to CF Booths of Rotherham for scrap. Of the other three 07 and 11 are still stored at Long Marston and 16 is still at the MM depot at Wednesbury. It is believed 11 is destined for the Birmingham museum.

The David Bladen Memorial Digital Image Competition

The digital image competition will be held this year on Wednesday 19th September 2018.

There will be a first, second and third prize for the Best Steam image and a first, second and third prize for the Best Non-Steam image.

Anybody can enter up to 5 images in total, which can be any mix of steam and non-steam images. If you cannot attend on the night you can still enter the competition. You must have taken the images yourself and the content must be of a railway nature (including light rail). The audience will judge the images on the night.

ALL images MUST be passed to Linda Bladen by Monday 17th September. We can't accept any after that as there won't be time to rename them and merge them into a show.

There are a number of ways to pass the images to Linda:

- By email to pennine.digital@outlook.com
- On a memory stick**
- On a DVD**
- On your camera's memory card**

**Linda will bring her laptop to the meetings on 15th August and 5th September. If you bring your memory stick/DVD/memory card on one of those nights your images can be copied directly then.

If you email your images, Linda will always reply so if you don't get a reply please contact her because we may not have received your images. Please also keep an eye on your email inbox as Linda may email a question to you about your images.

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

Please don't worry about the size of the image. If it requires to be resized to show properly, Linda will do that.

If anyone has any questions, please either see Linda at a meeting or email your question to pennine.digital@outlook.com.

Excursion to Burnley

Paul Slater

The first Saturday in February was grey and wintry, but without the bone-chilling cold of the previous few days. Chris kissed me goodbye, and I reminded her that I was hoping to get as far as Burnley, but should be back in time for tea at seven o'clock. "You're going to the wrong side of the Pennines!" she said.

It did seem a long trip to make at this time of year; but I had checked the train timetables, and was sure that if I made all the connections, I could do it. I had never been to Burnley, and although I did not think it was a particularly attractive town, there is always a pleasure in going somewhere new. Also, it would involve a journey over an interesting stretch of railway line which I had never travelled on, although I had seen it in photographs and on videos.

In spite of several hold-ups at road works between Gainsborough and Retford, I caught the express to Leeds, where – after a false start – I fed coins into a machine and got a return to Burnley Manchester Road without needing to go to the ticket office. There was time to buy a sandwich and a drink, and then I was boarding a train for Blackpool, a two-car diesel unit which – unlike the crowded Leeds express – was only sparsely filled. Beyond Halifax I was riding on a line I had not travelled for nearly forty years, since I lived in Leeds in the 1960s. The Calder Valley looked impressive in a wintry way, with many stone walls and bare trees under a cold grey sky. I noticed a photogenic cluster of houses and mill chimneys at Sowerby Bridge, and the station at Hebden Bridge restored with platform canopies and old fashioned signs and name boards so that it looked like a station on a heritage railway.

On the southern rim of the Calder Valley the Crimean War monument at Stoodley Pike was prominent; I was reminded of the last of the four Arvon Foundation residential writing courses I attended, at Lumb Bank – only a few miles from Hebden Bridge – the drive I made to look at the monument at Stoodley Pike, and the story I wrote about that day.

At Todmorden my train slowed and jolted over points, turning right on to the Burnley line, and now I was in new territory. The signal box shown on one of my videos had gone, but a line side sign carried the same name, Hall Royd Junction. Here there had once been a triangle of lines and a set of sidings, but now the site was overgrown, with a few rusty rails visible among the bushes.

The train climbed out of Todmorden up a narrow steep sided valley, almost a gorge. Unlike the railways from Leeds and Sheffield to Manchester, which use long tunnels, the line to Burnley crosses the watershed of the Pennines on the surface; the top of the climb has the curious name Copy Pit Summit, presumably from a long-defunct colliery. Houses and factories were left behind, and on an adjacent road I saw the sign marking the boundary between West Yorkshire and Lancashire. Hills and moors, wintry woods and copses and upland farms made an impressive scene, and I was glad that I had at last travelled this route. There had been no passenger trains over this line when I lived in Leeds; on the only occasion when I travelled to Blackpool, my excursion train was routed via Manchester and Bolton. I never made the journey out here to see the goods trains which used this line in the 1960s struggling up to Copy Pit with a second steam locomotive assisting in the rear. It would have been difficult to do without a car, but recently I have enjoyed

watching video footage of steam trains on this steeply graded line.

I alighted at Manchester Road station at Burnley. It is a typical modern unstaffed halt, although a stone wall decorated with posters displaying poems about travelling by rail may be a remnant of an earlier, more substantial station. A red rose on the station sign reminded me in which county I was. I had barely half an hour before the train I had to catch back to Leeds, just enough time for a quick look at the Leeds and Liverpool Canal. A map had shown me that the canal passed close to the station and that there were main roads to cross, but not that there were no proper pedestrian crossings. Not wishing to brave the heavy traffic, I deviated from my route to use a light-controlled crossing, but had to cross another road in an unprotected place to reach the canal bank. Industrial buildings and a tall mill chimney made reflections in the canal, but I had time for only a short walk along the towpath before I had to face the busy roads again and hurry up the hill to the station.

As the train climbed up towards Copy Pit Summit, I looked out at the houses and chimneys of Burnley and then at the bleak uplands with their bare trees and isolated farms. Everywhere looked grey and cold and the light would soon start to fade. It had indeed been a long trip to do on a winter day, and the last part of the homeward journey would be done in darkness, but I would enjoy the ride over the summit and down through the gorge to Todmorden and back along the Calder Valley, and I was glad I had made my excursion to Burnley.

A 'Grange' at Bristol

Paul Slater

On the first evening of the mission, I followed the directions of the family with whom I was lodging, and walked to a nearby park. It was a pleasant September evening, and I enjoyed the novelty of being out on my own in an unfamiliar city. It was the first time that I had been on a mission, and I wondered what the coming week would bring.

We had come to Bristol at the invitation of the minister of a church in the southern part of the city, who was the elder brother of a member of the Christian group to which I belonged at university. I had travelled to Bristol by bus as far as Bedford St John's, then by local multiple-units first to Bletchley, then to Oxford and then to Didcot, and at Didcot I had caught a Paddington-Bristol express hauled by a Hymek type 3 diesel, later class 35.

A lot of my enthusiasm nowadays was claimed by the Christian group at university and by activities at my own church, but I had not lost my interest in railways. Most of the mission team were on the express from Paddington. While I waited at Didcot I had seen a number of Great Western 4-6-0s dumped out of use at the shed, and that had saddened me, as 'Castles', 'Kings' and 'Halls' had once been among my favourite locomotives.

The park extended as far as the main railway line south from Bristol, and I lingered by the railway fence. I did not have long to wait before a locomotive appeared, a 'Grange' 4-6-0, running light. It looked as if it had definitely seen better days. I had given up loco spotting when I began my course at university, so did not note down the number. I do not remember the name, so it is probable that the engine had already lost its nameplate. I found something rather melancholy about the grimy engine puffing by in the autumn evening, now just an interlude in the mission, and an echo from my boyhood, whereas it would once have been the centre of my eager attention. I enjoyed the mission, and now I remember it as an interesting experience. One of the mission team became a lifelong friend. Western Region steam came to an end some two years after I saw the 'Grange' at Bristol. I did not lose my fond memories of the Great Western 4-6-0s, and I can still recall how pleased I was when I began to see restored examples, at first in museums and then running on heritage railways and out on the main line. Didcot, where I had seen the sad dump of engines on my way to the mission at Bristol, in due course became very familiar to me as an active steam centre. At Barrow Hill a few years ago I saw the nameplate for the new 'Grange' which is being built, 6880 'Betton Grange'.

Blast From The Past

Martin Fisher

This is the first of a series of articles that I will remember some of my bashing days in Britain. As many of you will know I have been posting foreign trips for a number of years but I have not mentioned trips on home soil. This first one covers how it all started.

Living in Elsecar, a small mining village midway between Barnsley and Rotherham, had many advantages. It was semi-rural with some lovely countryside to walk and play in. It had a lovely park, it had regular buses to Rotherham, Sheffield, Barnsley, Mexborough and once a day even to Doncaster. And it had a railway station!

Elsecar station wasn't a grand affair. Nothing like Sheffield or York, even compared to Mexborough it could best be described as sparse. But of course, it had trains. Only DMUs except for the odd school trip or footex that called, taking Barnsley fans to extremities like Norwich or Carlisle. But whenever myself and a select group of friends were playing football, on the forge field near the station, we would stop and watch as the little trains blew their horn and came to a halt in the station. Then one Saturday in the late spring of 78 something odd happened. We were playing football. Again! as my mum would say; doing our best to ruin our trousers. When we heard a train horn, but this was not our usual train horn, it was louder and the noise from the train was strange, it sort of whistled. We turned and watched as a long train came through the station, it had an engine on front, a type I had not seen before. I turned to Andy, one of my friends, "What's that?" I said, "Dunno" he replied, "I'll ask my dad when I

get in.” Andy’s dad worked on the railway at Wath depot, he was something called a TOPS clerk. I had no idea what that meant.

At school on the Monday Andy told us he had asked his dad about the train and he had said it was a Class 40 loco on a football special. As it hadn’t stopped at Elsecar it can’t have been for Barnsley fans, so it must have been an away team heading to either Barnsley or maybe Leeds, Huddersfield or Bradford. We chatted about the train for a while and a small group of us hatched a plan to go to Sheffield, one day in the summer holidays and watch the trains. So, one Saturday in the summer of 78 our small group set off with jam sandwiches, XL crisps and bottles of squash. The train was one of the usual DMUs and was classed as a paytrain. The child single fare was 12p, I only got 50p a week pocket money at that time. We spent a day watching the trains at Sheffield station, occasionally being told to shift by the mailmen who wanted to use the trolley that we had turned into our viewing point. We got talking to some other lads that were there and one had a book that had train numbers in it. He showed us how he underlined those that he had seen. Andy borrowed his book for half an hour. He had roughly listed the engines: 20001 to 20228, 50001 to 50050 etc. for the classes that were almost complete, and individually for other classes like 24s. He hadn’t bothered with the units as the lads we met said “those don’t count.”

A month or so passed and one day Andy turned up at football with a typed up list of locos for all of us. He had borrowed his mum’s typewriter and done the lists individually, no photocopiers in those days. Whilst it may have been a bit ropey it became my first spotting book. Andy also told us that his dad was working on Sunday at Wath depot and he had asked the foreman if we could pop down and look around, he had said yes and after that we ended up having regular visits to the depot, but only on Sundays. We then started to get really into it. Trainspotting was our new thing.

One day at school in the late autumn of 78 we were in the school library. It was teeming down so we could stay in during lunch break. Whilst we were there Andy got a book out that one of the staff at Wath had given his dad to pass on to him. We were looking at it when one of the 5th formers, we were 2nd years at the time, came up to us. “Are you lot interested in trains then?” he asked. We said we were, “you should join me and my mates then” said the lad. It turned out that Ian, the 5th former, Phil and Richard, his mates were also train spotters. We then started having more trips in our larger group, my younger brother, Alan started to come as did Phil’s brother, Billy. In the end our group has swelled to around 20 just from the Hoyland and Elsecar area. We went to Doncaster, Rotherham, Wakefield and Sheffield spotting. One day in the Summer of 79 we rode our bikes to Tinsley. I remember being shattered as it was over 20 miles round trip and the hill from Chapelton to Elsecar was a bugger to ride up.

On the trips to Sheffield we got to know more of the lads there, and one who became a very good friend was called Kevan, that’s not a typo, it was Kevan not Kevin, his

surname was Brammer, but some of you will know him better as “Muttley.” One day in Early 1980, a few of us went to Sheffield spotting. Kevan was there. But then he disappeared, only to be spotted about an hour later arriving on a train from the south waving his arm out of the window. He came down to chat to us and we asked where he had been, “Chesterfield” was his reply. “Spotting is the old thing, riding behind the locos is now the main thing.” Now, money was less of a problem for me as I now did 3 paper rounds, Morning daily papers, Evening “Star” round and the local weekly free paper, the Barnsley Independent. These, plus my pocket money gave me over £8 a week, however as I was now over 14 I was supposed to pay adult fare on the trains. Andy had also discovered the earnings from papers, whilst my other best mate, Martin, had a delivery round for the local butchers. This resulted in my first day’s bash.

22nd March 1980

Having completed our paper rounds and with Martin having done his meat deliveries in double quick time we hopped on the half past eight train to Sheffield from Elsecar.

On arrival at Sheffield we went to the ticket office to buy tickets, we had never done that before. Andy got a priv return to Chesterfield, cheap with his dad being on the railway. Martin and I got Child returns to Chesterfield, I seem to recall these being about 70p. The man on the barrier recognised us and without us saying anything said “Paytrain to Barnsley, Platform 4.” But we didn’t go to platform 4. We went to platform 8. On platform 8 stood a set of mark 2 coaches heading to London St Pancras, locomotive number 45144 “Royal Signals.”

The guard never checked our tickets! We alighted at Chesterfield and had about 20 minutes in the “spotters compound.” Then we saw approaching from the south a Class 47. We decided to do it back to Sheffield. It was 47122 and I only ever had it that once. Back at Sheffield we still hadn’t had our tickets checked. “Let’s go again” so we did. The next train for Chesterfield was another Class 47, this time 47507. And we arrived at Chesterfield with our tickets still as clean as a whistle. And that was the next thing we heard. From the south a Class 40 had appeared. We were “chuffed to bits” to be getting this 40069 back to Sheffield.

We arrived in platform 2 at Sheffield and bumped into Kevan. He was hanging about for the “shunt.” He explained that a train would arrive in Platform 5 and a shunting engine would put it onto the back of another. So, when the train arrived we all bailed on. The shunter was 08538 and it pulled the train into the tunnels at the north of the station. Then “whistle” the other train went past us, another Class 40. Our train was attached to that one and we stayed on and went to Chesterfield again. The loco is still about today 40012. At Chesterfield we soon picked up a St Pancras to Sheffield train headed by 45136 to return on. It was now mid- afternoon and I had my “Star” round to do at 5pm but with our tickets still untouched we felt we could manage one more trip. The next London train was 45124 so we did that. At Chesterfield we again

went to the “spotters compound” and whilst there were approached by one of the barrier grippers, he was known as “Johnny Rotten” and he gripped our tickets. I have got to know John pretty well over my railway career and I can say that he is actually a very nice bloke. But we were finishing our bash once back at Sheffield so wouldn’t need the ticket any more. 45106 was the loco we had back to Sheffield. A DMU back to Elsecar and then off to deliver papers.
So that became the day when I stopped being a spotter and became a basher, but are not all bashers spotters anyway, as if you didn’t spot what loco it was, you wouldn’t know to bash it!

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

- | | |
|---|--|
| <p>Mar 15 67012, 67014 Standby
66094, 66130, 66725 Intermodal
66425, 66434, 66538, 66788 Departmental
66562, 66564/66588 Freightliners
66712, 66728, 66737, 66747 Coal
66711 Sand
56113 C.H.S.
66757 Gypsum
66111, 66145, 66147, 66148 Light engine movements
66066 Spoil
66009 Limestone empties
66007 Steel
66710 Stone empties</p> <p>Mar 22 67012 Standby
66167, 66148, 66722 Intermodal
90018, 90029 Leeds – KX services
90039 West Yard
56113 C.H.S.
66510, 66595 Freightliners
66434, 66717, 66745 Departmental
66749, 66752, 66782 Stone empties
60017/60040 Light engine movement
66710, 66712, 66744 Coal
66008 Route learning
66772 Gypsum
66594 Sleepers
66066 Spoil
66171 Limestone empties
66714 Sand
66051 Stone
66130 Steel empties
66111 Rails
800027/800035 Doncaster IEP – North Pole
800003/800004 Doncaster IEP – Kings Cross and back
43036/43134 West Yard</p> <p>Mar 27 67012 Standby
66422, 90039 West Yard
66549, 66434, 66716 Departmental</p> | <p>Mar 27 66078, 66130 Intermodal
66746, 66762 Stone empties
66511/66557, 66418 Freightliners
66079/6 6128 Rails
66720, 66725, 66735 Coal
70805 Light engine
66743 Route learning
66510 Tanks
66145 Stone
66768 Sand
66167 Steel
801101 Doncaster IEP to K.X. and back
43036/43134 West Yard in Scotrail livery
91118 named “The Fusiliers” this morning</p> <p>Apr 12 67012 Standby
43042 West Yard
66421, 66422, 66779/66111 Departmental
66419, 66509 Freightliners
66704, 66706, 66708, 66753 Coal/empties
66098, 66106, 66200 Intermodal
66547 Sleepers to Fairwater Yard
66150 Gypsum
66145 Limestone empties
66137 Stone
66713 Sand
66230 Steel empties
66768 Gypsum
801101 Newark – Newcastle - Doncaster IEP</p> <p>Apr 19 7003 Standby
43042/43036/43134 West Yard
66078, 66104, 66131 Intermodal
66546, 66566 Freightliners
56078, 60047 C.H.S.
66738 Coal
66504, 66523, 66421, 66422, 66769/66778 Departmental
66044 Light engine
66745, 66711, 66717, 66752 Stone/empties
66151 Spoil
66742 Trial Decoy to Selby Potters
66533 Sleepers
90036 Leeds – Kings Cross
60103 Kings Cross – Scarborough</p> <p>May 3 67003 Standby
66421 West Yard
60095, 66422, 66740, 60007 Light engines
90019, 90039 Leeds- KX services
57312, 66709, 66587, 88002 Departmental
66109, 66125, 66169 Intermodal
60017/66125 Rails
66596, 66599/66557 Freightliners
66764 Sand
66143, 66769 Coal/empties
66031, 66735, 66781 Stone/empties
800001 to North Pole
800101 Doncaster IEP-KX</p> <p>May 10 67013 Standby
88002 West Yard
66716, 66740, 66769 Coal
90036 Leeds - K.X.</p> |
|---|--|

May 10 66137, 66154, 66110 Intermodal
66099 Rails
66727, 66731 Stone/empties
66569/66590, 66599 Freightliners
56096, 56302, 56113 C.H.S.
66779/66739, 66594, 66422, 66747 Departmental
66197 Limestone empties
66764 Sand
800101 Doncaster IEP - North Pole
800103 Doncaster IEP - K.X. and return

May 17 67012 Standby
66094, 66105, 66097 Intermodal
66137 Rails
90036, 90039 Leeds – Kings Cross services
66553, 66507, 66415 Freightliners
66717, 66720, 66747 Coal
66432, 66704, 66951, 66779/66782, 88001
Departmental
66749 Route Learner
66007/66097/66086/60054, 56096 Light engine
movements
66711, 66718, 66724, 66761, 66769
Stone/empties
66719 Sand
66092 Empty limestone
801101 Doncaster IEP - Kings Cross

Recent sightings on the Gainsborough – Barnetby line have been:

(On coal trains unless stated otherwise)

Mar 8 66144 light engine
Mar 14 66737
Mar 16 66737
Mar 17 66714
Mar 19 66728
Mar 20 66728
Mar 24 66712, 66744
Mar 26 66710
Mar 27 66710
Mar 30 66714
Mar 31 66737
Apr 2 66714
Apr 3 66714, 66752
Apr 4 66725, 66752
Apr 6 66725, 66746
Apr 10 66740
Apr 11 66740
Apr 13 66724 light engine
Apr 16 66769
Apr 17 66769
Apr 21 66716
Apr 24 66742
Apr 25 66742
Apr 26 66742
Apr 28 66059 on steel train
May 2 66720 light engine
May 5 66769
May 8 66726
May 10 66726

Other recent sightings have been:

Mar 12 90029, 90007 at Finsbury Park
66766 at Hornsey
66745, 66719, 66771, 66749 and 66192 at Peterborough

Mar 16 90039 on 09.16 Leeds – Kings Cross
66722 on Tilcon at Hull

Mar 21 66518 on tanker train at Kiveton Park

Apr 10 90019 on 14.05 Kings Cross – Leeds

Apr 11 66748 on Tilcon at Hull

Apr 14 90019 on 09.45 Leeds – Kings Cross

Apr 18 66717 on goods train at Brancliffe East Junction

Apr 21 66708 on coal train at Brancliffe East Junction
66109 on steel train at Retford

Midland Region

Recent sightings have been:

Mar 17 M0803, 66091, 66042, 66107 at Calvert
68013 and 68014 on Chiltern Railway services

Scottish Region

On Thursday 12 April the Highland sleeper was worked from Euston to Edinburgh by 92010 (90046 brought the ecs into Euston. 73966 worked the Fort William portion from Edinburgh.

On Sunday 15 April, 73966 worked the portion back to Edinburgh and then the Highland sleeper was taken forward via the ECML and North London line to Wembley yard by 92018 with 92043 attached for the run into Euston.

Other recent sightings have been:

Apr 13 37518, 45212 on Fort William depot (spare locos for “Jacobite”)

Western Region

Recent sightings have been:

Mar 10 66194, 57603 at Reading
66597, 66531 at Didcot
66101, 66104, 66199, 66027, 66037 at Ebbw Junction
70814, 70813, 70817, 70801 at Canton
66170, 66047, 66100, 66060 at Margam
66018, 66160 at Acton

Mar 11 70803, 70815, 70808, 70806 at Reading
66017, 66184 at Didcot
59004, 66084, 66125, 66039, 70807, 70811, 70804 at Acton
66506, 66764, 90035 at Wembley

Mar 17 90047, 92015, 66145, 66779, 66301, 66604 in Wembley area
59104, 66194, 66031, 66160, 66119 at Acton

Railtours and Charter Trains

Locos seen on railtours and charters have been:

Mar 10 ("The Valley of the Witch") 66150, 66230
Mar 17 ("The Missing Link") 66110, 66111
Apr 6 (Kings Cross – Whitby charter) 86259, 61264, 48151
Apr 7 ("The Geordie-Go-Round") 90035, 67018, 67008
Apr 5 ("The Scarborough Spa Express") 48151
Apr 13 ("The Jacobite") 44871
Apr 14 ("The Ebor Flyer") 66106 (replacing 60163 "Tornado")

Preserved Railways

Locos working at the Severn Valley Steam Gala on 16 March were 80072, 1450, 1501, 53808, 60163, 8572, 6023 and BELLEROPHON.

Locos used at the Mid-Norfolk Railway Diesel Gala on 18 March were 33035, S5343, D2334, 47596 and 88008.

Locos working at the Nene Valley Railway Diesel Gala on 7 April were 31271, 20142, 20007, D9520, 66781 and 50008.

Locos used on passenger and goods trains at the Great Central Railway Goods Galore Gala on 12 May were D5185, D8098 and steam locos 6990 "Witherslack Hall", 47406, 48624, 70013 "Oliver Cromwell, 73156 and 78018.

Locos working at the Severn Valley Railway Diesel Festival 2018 on 17 – 19 May were D3022, D4100, D9551, 33108, D821, 50007, 50031, 50035, 50049, D1015 and visitors 20189, 37688, D832, 45041, 47712, 55019, 56078, 66726, 73136, 88010 and D2961 giving brake van rides at Highley.

Locos used at the Severn Valley Mixed Traction Day on 20 May were 33108, D821, 50035, 20007, 20142, D832, 47712, 73136 and steam 1501, 2857, 7802.

Trip to Cardiff

The following were seen on a trip to Cardiff on 8 March: 800008/26, 16/23, 10/21, 14/25, 13/20, 12/15 Paddington – Cardiff - Swansea services

800033 On test

70806, 70814, 66519, 66133, 66760, 66092/66111 Light engines

66069 Llanwern - Margam

66152 Margam - Round Oak

66143 Round Oak - Margam

66567 Cwm Bargoed - Port Talbot

66546 Barry Docks - Wentloog

66060 Llanwern - Margam

60001 Theale - Robeston

66104 Corby - Margam

66084 Acton - Cardiff Docks

66197 Alexandra Dock

66511/66598 Engineers train at Bristol

800014/25 Bristol - WSM

Trip to Reading

The following locos were seen on a trip to Reading on 5 April:

Doncaster West Yard 67012, 66422

Doncaster Belmont 66105, 66712, 66717, 66725, 66773, 66782, 66783, 66788

Peterborough 66728, 66754, 66789

Kings Cross 67014

Acton Yard 66018, 66108, 66154, 59004, 59202

Slough 66590

Twyford 66603

Reading 66011, 66221, 59002, 59203, 59103, 59001, 59201

Reading Depot 57602, 57603, 57604, 57605, 57306

Hinksey 66585, 66086

Fenny Compton 66503

Castle Bromwich 66047

Small Heath 66023

Lawley Street 66519, 66534

Water Orton 66772

Elford Loop 60017

Kingsbury 60054

Duffield 66115

Chesterfield 70002

Sheffield 66587, 66615

Trip to Nuneaton

The following locos were seen on a trip to Nuneaton on 26 April:

66085, 66120, 90041/90047, 90049/90016, 90029/90037,

66701, 66704, 66753, 66756 Intermodal

66503, 66505, 66532, 66541, 66568, 66589, 66591, 66599,

66956, 66957, 70006, 86604/86638 Freightliners

37800 + 319431

66107 Steel

66093, 66597, 66711 Stone/empties

66721, 66747 Departmental

66112 Cars

66135 Coal

66738 Oil tanks

66170 Cripples

En route

Serby Station 50007, 37601

Tamworth 66783 Route learning, 66074 Empty stone,

66763 Cars, 66055 Departmental, 20096/200107 +LUL

stock + 200314/200311

Stenson Junction 66172 Steel

Elford Loop 60039 Tanks

Duffield 66013 Scrap

Chesterfield 66523/66955 Freightliner, 66549?

Trip to Eastleigh

Wednesday 9th May wonderful sunshine so at 13.04 boarded 444007 at Portsmouth for a trip to Eastleigh. Noted passing the works 57302 and 08567 with 66132 due in works for repaint into GB Railfreight livery and renumber to 66785.

On arriving at the station first sight of the day was stabled 66783 in Biffa livery, named "The Flying Dustman". On chatting with fellow enthusiasts, they advised nothing due until later in the afternoon so next port of call was the "Wagon Works" a Spoons pub across the road for lunch. After Gammon & chips with a pint of "Old Thumper" it was back to the station.

12 locos noted during the afternoon, 9 66's, 2 73's and a 70. 66155, 66206 shunting in the yard and next to the station, 66050 through on containers. 66789 & 66736 arrived and stabled next to the station. 66789 (ex 66250) now in BR Blue named "British Rail 1948-1997". 66730 through on empty Gypsums to Southampton. 66005, 66207 and 66569 through on containers. 70006 east bound on containers. 66783 moved off to the east yard to collect 73136 with Perterboro empties to Eastleigh works. Later 73133 could be seen in the works shunting, afterwards 66783 returned to platform 2 with 73133 and 73136 in tow. These 3 locos then proceeded to Swanage with 73136 leading on diesel power.

After an interesting day taking photos and watching trains it was on the 18.24 back to Portsmouth with 450117. Reading "The Railway Magazine" March edition page 91 there is a good report on Egyptian Railways multi million-pound investment plans. New Locos, rolling stock and high-speed lines planned. I will report on this as and when I return to Luxor.

A line from Quena to Hurghada was being laid across the desert until President Mubarak was deposed in 2011, it goes halfway then disappears into the sand. Regards. "Yasser" Egyptian correspondent!

Pennine Quiz No. 172

Southern Region Quiz

Paul Slater

1. Where is the headquarters of the preserved Isle of Wight Steam Railway?
2. Name the preserved 4-4-0 no. 928.
3. Where were the carriage works of the London Brighton & South Coast Railway?
4. Where was the junction for the Bembridge branch?
5. Which shed served Victoria station?
6. Why were London Brighton & South Coast "Terriers" the only locomotives used on the Hayling Island branch?
7. Where is the headquarters of the preserved Bluebell Railway?
8. Name the preserved 4-6-2 no. 34023.
9. Who succeeded W. Stroudley as Chief Mechanical Engineer of the London Brighton & South Coast Railway?
10. Name the preserved 0-4-4T no. W24.
11. Who succeeded H. S. Wainwright as Chief Mechanical Engineer of the South Eastern & Chatham Railway?
12. Name the preserved 4-6-2 no. 34067.
13. Name the electric Pullman train which used to run from Victoria.
14. Name the preserved 4-6-2 no. 34070.
15. Who was the last Chief Mechanical Engineer of the Southern Railway?
16. Name the preserved 4-6-2 no. 34081.
17. Where is the headquarters of the preserved Lavender line?
18. Name the preserved 4-6-2 no. 34051.
19. Where is the headquarters of the preserved Kent & East Sussex Railway?
20. Which shed served Charing Cross, Cannon Street and London Bridge stations?
21. Where was the junction for the Westerham branch?
22. Where was the junction for the Hawkhurst branch?
23. Where did the Kent & East Sussex line join the Tonbridge - Hastings line?
24. Name the preserved 4-6-0 no. 850.
25. Where is the headquarters of the preserved Spa Valley Railway?

Pennine Quiz No. 171

The Answers

1. 1D
2. 35B
3. 83A
4. 1B
5. 24L
6. 65B
7. 9B
8. 50E
9. 27B
10. 64A
11. 62B
12. 83B
13. 75D
14. 75A
15. 73B
16. 74B
17. 18C
18. 20D (note became 55E in 1957)
19. 52H
20. 40E

The Winner

Congratulations to the winner – John Dewing.

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 June 20th 2018

Pete Sargieson

‘Diesel & Electric Miscellanea 1960's to 1980's’

Wednesday July 4th 2018

John Law

‘St Pancras to Leeds’

Wednesday July 18th 2018

Joe Wray

Wednesday August 1st 2018

Andy Barclay

Wednesday August 15th 2018

Ken Grainger

‘The Up South Yorkshireman’

Wednesday September 5th 2018

Robin Patrick

Wednesday September 19th 2018

David Bladen Digital Image Competition

Wednesday October 3rd 2018

Steve Armitage

‘Doncaster to Grantham’

Wednesday October 17th 2018

Chris Theaker

Acknowledgements

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Next Issue

The Autumn 2018 issue of Trans Pennine is due for publication on Wednesday 19th September would contributors please let the coordinator have their information by no later than Wednesday 15th August. If you can, please email your 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.