

# TRANS PENNINE

The Magazine of the Pennine Railway Society



**No 185**  
**Autumn 2018**

## **Photos**

### **Front Cover**

The photo taken by Robert Pritchard, was the runner-up of the Non-steam section of the David Bladen Digital Image Competition held on 20th September 2017. It shows ZSSK (Slovak state railways) 757.002 passing Strečno castle, between Vrútky and Žilina in central Slovakia, with train R942, the 07.34 Banská Bystrica – Žilina on 30 April 2017

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

### Barrow Hill

A successful Society visit to the refurbished Barrow Hill took place in glorious weather on 27 June. Thanks to Paul, our knowledgeable guide, who took us round as much as we were allowed to visit, including the DPS shed, housing D9009 and D9015. For those who were not able to come, we hope to have yet another visit in 2019.

### Luxury on Wheels

There is now a new exclusive level on the Trans-Siberian Golden Eagle Luxury Trains. The Romanov Suite is a private carriage which sleeps four in two bedrooms and comes with a kitchen, chef, mini-bar, private guide and chauffeur in the destinations visited along the way. All passengers on the Golden Eagle get fine dining, bespoke itineraries, cabin attendants, Russian language and cooking classes and vodka tastings. It runs between Moscow and Vladivostok, covering 6,835 miles over the Urals and across the Steppes in a fortnight. The Romanov Suite comes from £23,549 per person. Chairman Skinner is thinking about using a small part of his pay off on this experience.

### East Coast Line Renationalised (Again)

For the third time in less than a decade the Government has been forced to pull the plug on the East Coast franchise after its operators, Stagecoach and Virgin, failed to deliver on their promises. The Dept for Transport assumed control of the line from 24 June as "operator of last resort", under the iconic London and North Eastern Railway brand that disappeared 70 years ago. GNER was stripped of the franchise in 2007 after its parent company suffered financial difficulties, while National Express withdrew in 2009. It was then run by the DfT for six years.

Restrictions will not be placed on Virgin and Stagecoach's "passport", which entitles them to bid for future rail franchises as "there is no suggestion of either malpractice or malicious intent".

### Bromsgrove Improvements

The extension of electrification from Longbridge to Bromsgrove has been completed. There are now up to five trains per hour to and from Birmingham New Street at peak times, with the number of weekday trains serving Bromsgrove rising from 45 to 132. However, Cross Country trains will no longer call (although there had only been two trains in each direction in their weekday peaks).

## Greater Anglia

Plans to build a new depot to maintain Greater Anglia trains at Manningtree are likely to be scrapped in favour of expanding Crown Point depot in Norwich. Greater Anglia's franchise includes the replacement of all existing rolling stock and Brantham, close to Manningtree station was originally intended to cater for Stadler-built sets. Crown Point will maintain the regional bi-mode, Airport Express and inter-city trains.

## Royal News

Our Royal Correspondent, Philip Mountbatten from Windsor, tells us that The Queen, when travelling from London Liverpool Street to King's Lynn on her journeys to Sandringham asks that Govia Thameslink Railway (GTR) provide a Class 365 train, rather than the rostered Class 387. She apparently finds the seats are much harder on the Class 387s, comparing them to sitting on one of her ironing boards in Buckingham Palace.

## Isle of Wight

The Department for Transport has been sent a "priced option" by South Western Railway to modernise the Island Line. Plans include withdrawal of former London Underground tube stock built in the late 1930s which is still in service between Ryde and Shanklin, to be replaced by former District Line cars, 40 years younger, being modernised by Vivarail. In the case of the Isle of Wight, the D78 units could be fitted with shoe gear for third-rail running. Ryde Pier (800m) is the responsibility of Network Rail and only routine maintenance has taken place over the last 50 years. Supporting steelwork is sound but the decking and track need to be replaced.

The present plans do not currently include the reopening of lines to Ventnor and Newport.

## Scotrail Rolling Stock

The first Hitachi Class 385s for the Scottish central belt have entered service after curved windscreens have been replaced with flat windscreens to avoid distorting the driver's view. The 70 Class 385s will mainly be used on the newly-electrified route between Edinburgh and Glasgow Queen Street, replacing Class 170 diesels and stopgap Class 365s drafted in from Great Northern.

The 385s will eventually be used on routes to North Berwick, Cathcart Circle and Lanark, Dunblane, Stirling, Alloa, Cumbernauld and Falkirk Grahamston, along with the Glasgow Central to Edinburgh line via Shotts.

## Hitachi Nova 1 Trains

The first bi mode Hitachi Nova 1 trains for TransPennine Express are being tested between Doncaster and Darlington, before entering service in 2019. Testing will spread to other routes in the north of England and Scotland. They are based at Hitachi's new depot in Doncaster.

In service they will normally consist of five cars, which should ease overcrowding on TPE services. They have a top speed of 140mph in electric mode and 125mph when diesel engines are in use.

## Isle of Purbeck

Celebrations have taken place on the Isle of Purbeck where timetabled National Rail trains have started running on a heritage railway for the first time. The Swanage Railway hosts three South Western Railway services every Saturday until September. Most run between Wareham and Corfe Castle, which has been restored to the national stations database, although the first service of the day starts from Basingstoke and the final departure from Corfe Castle continues to London Waterloo. Class 159s mainly will be used.

Although heritage trains use Network Rail infrastructure to Whitby and between Mallaig and Fort William, these are not timetabled National Rail services.

The Swanage Railway has operated connecting services to the main line at Wareham in recent years, but its trains currently terminate at Norden, one stop short of the junction. Services on the Swanage Railway will be limited to 25mph.

## Class 717s on the Great Northern

Driver training has started on the first of the 25 six-car Siemens Class 717s, soon to replace ex-BR Class 313s on the GN suburban lines between Moorgate and Hertfordshire. Unlike other versions of this train, such as Class 700s, Class 717s have cab-end doors to allow the evacuation of passengers should a train come to an emergency stand in the tunnels on the approaches to Moorgate. They should be in service by the end of 2018.

## Port of Liverpool

A new container freight service running between the Port of Liverpool and Mossend terminal in Glasgow is running three times a week as a result of the partnership between DB and Cargo Peel Ports. Walkers Shortbread is one of the first customers which exports 700 containers a year to America. Kinross-shire based Cygnet PG, the largest potato producer in Britain, has also committed to using the new service.

## Halton Curve

The final phase of upgrades on the 2.4km Halton Curve near Frodsham is complete. The curve links the Chester / Warrington line and Liverpool / Crewe line at Frodsham Junction and from December will carry a new hourly service between Liverpool and Chester, run by the new Wales & Borders franchise. There are also ambitions to take the trains onwards into north Wales.

## Wales and Borders Franchise

A consortium of Amey and Keolis has been awarded the new Wales & Borders franchise, beating Hong Kong based MTR. It will take over from present incumbent, Arriva, on 14 October, the franchise running until 14 October 2033. Profits will be capped, and a South Wales Metro will be developed.

## Class 195s

The first of 98 new diesel trains for Northern has arrived at Royal Portbury Dock in Bristol, from CAF in Spain, en route to Merseyside where final work will be completed before testing. The first examples of its new electric units are to follow.

## South Wales

A new depot is to be built at Taff Wells, north of Cardiff, to serve the future South Wales Metro, to maintain 36 vehicles. Stabling sidings at Treherbert and Rhymney will be upgraded.

## No Exit for Breicht

Breicht, on the Shotts line between Addiewell and Fauldhouse in West Lothian has been revived from closure and is to get an upgrade costing £2.4million as part of electrification of the line. It is served by two trains per day and used by fewer than 3 passengers a week.

## New Merseyrail Station

Britain's newest station has opened, Maghull North, on the Ormskirk branch of Merseyrail's Northern Line between Maghull and Town Green. It is the 68th station on Merseyrail.

## VivaRail Order

The new Wales & Borders franchise (KeolisAmey) fleet will include five refurbished three-car London Underground battery/diesel sets, which are being rebuilt by VivaRail and should arrive in 2019.

## Diesel Deal

GB Railfreight has purchased 16 Class 56s from UK Rail Leasing, along with a collection of spares and materials. There is a mixture of stored, serviceable and non-running "donor" locomotives to be used as sources of spare parts. Some locos may be returned to service.

## Tickets Please

Pennine Member and UK ticket expert, Bill Brinkley, tells us he remembers that early railway tickets were based on stagecoach practise, and were torn out of a book with counterfoils. We still speak of "booking" a ticket and "booking offices" today. In 1836, Newcastle & Carlisle station master Thomas Edmondson began to develop a system of printed cards, which had serial numbers and were dated when issued. Edmondson's system was soon adopted generally, founding a business supplying ticket printing machines, dating presses and accessories such as ticket racks, eventually to railways all over the world. Edmondson-style tickets continued to be issued until the late 1980s. BR began replacing traditional tickets in the 1970s. Various systems were tried before introducing a computerised ticket printer for booking offices, called APTIS (Accountancy and Passenger Ticket Issuing System), which came into use in 1982. Modern railway tickets are based on the familiar orange and white APTIS blanks, although the issuing system itself has been replaced.

## Peterborough Flyover

A rail freight flyover is to be built at Werrington Jcn, north of Peterborough, to allow more freight trains to use the alternative Great Northern Great Eastern line. It will not, however, be electrified.

## West Midlands Colour Coding

For passengers having difficulty establishing the differences between different forms of transport, Transport for West Midlands has come up with an ingenious colour coding system. If it's blue it's a tram; if it's orange it's a train; if it's red it's a bus and if it's green it's part of the bikeshare scheme. How clever is that?!

## The Pennine Member's Digital Image Open Night 2018

The meeting on 19th December will again be a member's night when everyone has an opportunity to show and share some of their digital images. A maximum of 25 images can be submitted. Last year we again had a very full evening and so whilst you may bring more than 25, we'll only be able to

show any extra images at the end of the evening if there is sufficient time.

You can submit images even if you cannot attend on the night, but if you do this please also submit a brief description of each image which will be read out.

Please submit your images in one of the following **PREFERRED** ways:-

- Bring images on a memory stick or your camera's memory card to either the meeting on 21st November or 5th December when Linda will bring her laptop to copy your images.
- By email to [pennine.digital@outlook.com](mailto:pennine.digital@outlook.com) by Sunday 16th December, bearing in mind that you may need to send in separate emails because of the size of images.

If you are unable to submit your images in advance you may bring them on the night on a memory stick. Please note that they must be easily retrieved from the memory stick and ready to show.

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

## Free to a good home

Those of you who attend the monthly meetings will know that we have recently had problems with our slide projector. We have now purchased a new one.

The old projector is a Leica Pradovit P150 and can no longer be used for slide shows because the slide feeder changes direction of its own accord. It can however still be used manually to view individual slides and if anyone wishes to take it off our hands please let Linda have your name by 3rd October. If there is more than one person interested, Linda will draw names out of a hat. The projector will need to be collected from a meeting at Club 39 or by other arrangement with Linda.

## Light Rail News

### BLACKPOOL

Latest news on the heritage tram fleet is the return to traffic of Centenary car 642 in an updated version of its 1990 "travelcard" advert livery.

Although never the most popular trams amongst the enthusiast fraternity this was a "quick win" job and provides cover for the other working example 648. They are useful trams as if there is a shortage of volunteer conductors they can still be operated as driver-only cars. After a long period out of service boat-cars 227 mini refurb is almost complete, with the seemingly endless sunshine this summer this lovely open tram has been sorely missed so it is hoped she can grace the prom again before the end of the season.

The annual Autumn illuminations run from Friday 31st August to Sunday 4th November and as usual lights tours from the Pleasure Beach heritage stop will run featuring the 3 illuminated feature cars and other members of the heritage fleet.

## **SHEFFIELD SUPERTRAM**

More progress on the much delayed Tram-Train project saw 399202 finally reach the Parkgate terminus on test on 5th June.

Since then daylight testing has begun initially using 399202 and 203. Hopefully by the next edition of TRANS-PENNINE the new service will have started and it will be possible to travel from Sheffield to Rotherham by tram for the first time since 1948!!

## **MANCHESTER METROLINK**

27 more of the Flexity M5000 trams are to be added to the fleet from 2020 to increase capacity on the Metrolink network. It will enable more trams to run as pairs on the busiest sections and reduce overcrowding. This will increase the fleet to 137 trams.

## **Around Pleasley**

### **Paul Slater**

Looking at a map of the area, I saw that there were bridleways along two former railway lines to the south of Pleasley, lines which I had first read about thirty years earlier in a book entitled "Forgotten Railways of the East Midlands"; I had taken a few photographs of the remains of these lines, and thought that I would like to have another look at them. At the end of March, I got around to doing so. It was a blustery day of sunshine and heavy showers, which had about it something of the joys of exploration, as I was driving on roads I had rarely if ever been on before, and some of them were narrow and tortuous. Having taken a wrong turn, I got as far as Huthwaite, where I photographed the winding wheels which are a memorial to New Hucknall Colliery before returning to Pleasley. I stopped to look at two colliery wagons which adorn the village green, then continued along the narrow, twisting roads out into the hilly countryside I had already passed through once. Having checked the map, I found the correct road for the two bridleways. Parking was difficult, but at last I managed it, and walked up a slope on to an old railway line. In fact, three lines have been converted into bridleways, and a display board gives details of the railways, the three paths - the Meden Trail, the Teversal Trail and the Rowthorne Trail - and Pleasley Colliery and the group who are restoring it. The sun peeped through between black clouds, illuminating the scene; I walked a few

yards and took some photographs, but decided to save proper walking on these trails for better weather.

On some of the local roads signs pointed to Hardwick Hall. My parents were enthusiastic visitors of stately homes, and the day I went with them to Hardwick Hall may well have been the first time I visited this stretch of country on the borders of Nottinghamshire and Derbyshire. Hardwick Hall is undeniably impressive, but I cannot recall which roads we used to get to it, or the date of our visit. In April 1961 I saw this part of the country during a day-trip by train from my home in Northamptonshire. I got as far as Sheffield, and at the start of my homeward journey I rode in a slow and almost empty train hauled by a B1 4-6-0 along the old Great Central main line to Nottingham, long since closed and obliterated; I recall that this undulating, industrialised countryside, which has since become very familiar to me, then seemed strange and novel. More recently, I have become used to seeing Hardwick Hall as a backdrop to the summer folk festival which I attended for several years at Stainsby; I took many photos of performers, dancers and fellow-enthusiasts, and in many of the views the distant towers of the great house are visible. The sun disappeared, and the rain came down hard again. I drove a short distance back along the road I had followed to Huthwaite, so that I could take some photos of a bridge which carried one of the trails, the former Great Northern Shirebrook branch then turned around and headed for home. I had seen some things new to me around Pleasley, and I hoped to come here again for a more leisurely look. In fact, it was not long before I was around Pleasley again, as on my way back from a visit to the Midland Railway Centre at Butterley on Good Friday, and again on Easter Monday after a visit to Eastwood and places associated with D. H. Lawrence. I looked at the Teversal Coal Garden with its mining paraphernalia and in pleasant spring sunshine walked on the former Great Northern Teversal branch and the former Midland line from Blackwell to Mansfield Woodhouse, both now converted into Bridleways. In one view the Midland route was aligned on the preserved Pleasley Colliery.

## **The Cycle Path**

### **Paul Slater**

The cycle path between Lincoln and Harby uses the trackbed of the old Lancashire Derbyshire and East Coast Railway. There were once stations at Skellingthorpe and at Doddington & Harby, but the line lost its passenger service some sixty years ago. The eastern end of the line, from High Marnham to

Lincoln, closed completely in the 1980s, and the closure of High Marnham power station and the collieries at Ollerton and Bevercotes meant the abandonment of several more miles of track; the rails remained in place, rusty and overgrown, until the re-opening of the line as a test track.

The course of the old railway east from High Marnham is still very clear, including the long brick viaduct at Fledborough with its central girder spans across the Trent. From Harby to the Lincoln bypass the trackbed has been given a hard surface and is now part of route 64 of the National Cycle Network. The path does not have the scenic attraction of the cycle trails along old railway lines in the Peak District, but it follows an almost straight and level course across pleasant well-wooded countryside. Although I do not have a bicycle, I have found the path a nice place for a walk on a fine winter afternoon. The car park at Skellingthorpe Community Hall is close by the path, the one at Harby Village Hall necessitates a walk of about a quarter of a mile along a road. The station house at Doddington & Harby is still lived in, and the old goods shed stands a little way off, surrounded by thickets of briars; at Skellingthorpe the old goods office has been refurbished as a little museum, and on the village sign outside is a representation of a steam train passing the signal box which used to stand by the level crossing where the cycle path now intersects the road to Lincoln.

The path is well signposted, and I especially like the ornamental mileposts placed at intervals along it. They look like abstract metal sculptures, and they carry the letter M to show that they were put up as part of the Millennium Project. A blue one stands near the site of Skellingthorpe station, a purple one marks the end of the path at Harby, and a green one shows where the path crosses the boundary of Lincolnshire and Nottinghamshire. The day after Boxing Day a few years ago, I walked along the path from Harby as far as the bridge which carries the Doddington road over the old railway trackbed. At first, I had the path completely to myself; later, I met a few other walkers, but there were no cyclists to be seen. The afternoon was cold and grey; later, a weak golden sun shone from a gap low down in the cloudy sky. There was ice on a large puddle near the old goods shed at Harby. I enjoyed my solitary walk through the wintry countryside, imagining the trains laden with coal which had once trundled along this route, noticing birds and berries and tall reeds, and pausing to photograph the ornamental green county boundary marker. When my parents were alive I regularly used to go for a long walk from their home on the afternoon of Christmas Day; I was pleased that this Christmas I was able to continue the tradition of my midwinter walk.

## Pennine Observer Notes

### Eastern Region

#### Recent sightings at Doncaster have been:

- |        |   |
|--------|---|
| May 24 | 67012 Standby<br>66140 Rails<br>66094, 66138, 66140, 66706 Intermodal<br>66704 Route learner<br>66091, 66711, 66739, 66749 Coal/empties<br>66515, 66956/66567 Freightliners<br>47813 + barrier coaches into Wabtec<br>66017, 66169, 66555, 66432, 66730,<br>66718 Light engine movements<br>66158, 66422/66434, 66501,<br>66786/66735, 88001 Departmental<br>66711, 66759, 66740, 66747<br>Stone/empties<br>66136, 66606 Empty limestone<br>66769 Waste empties<br>90039 Leeds - Kings Cross<br>800103 IEP - Kings Cross and return |
| Jun 7  | 67003 Standby<br>67027 West Yard<br>66422/66432, 66730/66762, 66779, 88006<br>Departmental<br>88001 C.H.S.<br>66101/66186 Rails<br>66537, 66953 Freightliners<br>66059, 66018, 66140 Intermodal<br>66738 Coal<br>66168, 66725 Light engine movements<br>66099 Limestone empties<br>66729, 66747, 66756 Stone/empties<br>66768 Sand<br>66124 Steel   |
| Jun 14 | 67004 Standby<br>66422 West Yard<br>66130, 66143, 66185 Intermodal<br>66956, 66551/66502/66549 Freightliners<br>56302 Light engine<br>66764, 66784 Coal<br>66170, 66789 Spoil<br>66755/66779, 66741, 66512, 66432,<br>88006 Departmental<br>66051 Limestone empties<br>66002 Steel<br>66763 Sand<br>56078, 88001 C.H.S.<br>66778 Waste<br>66760, 66769 Stone empties<br>800103 Doncaster IEP to Kings Cross<br>801101 Doncaster IEP to Langley  |
| Jun 21 | 67028 Standby<br>43026/43141, 66422 West Yard<br>66151 Rails<br>66749, 66739, 66722 Stone/empties<br>66536/66511/66531, 66562/66590<br>Freightliners<br>90039 Leeds - Kings Cross   |

## The Magazine of the Pennine Railway Society

Jun 21	56096, 66779, 66432, 88006 Departmental 66105, 66114, 66136, 66747 Intermodal 66776 Waste 801101 Doncaster IEP – Kings Cross 66770 Coal 66140 Steel empties 66121 Limestone empties 66712 Sand	Jul 17	66777 Household Waste 66589 Tanks 66039 Limestone empties 66722 Stone empties 66723 Sand 66094 Steel empties
Jun 28	67028 Standby 67004 Platform 2 then to Kings Cross 66431, 66592, 66736, 66761, 88004, 88006 Departmental 66733, 66739 Coal 90036, 90039 Leeds - Kings Cross services 66747 Household Waste 66743, 73968 Light engine movements 66069, 66125, 66070 Intermodal 66149 Steel empties 66701 Sand 60004/66017 Rails 66550/66556, 66597/66532 Freightliners 66738, 66749, 66760, 66777 Stone/empties 66090 Empty limestone 66432 C.H.S. 800103 Doncaster IEP - Kings Cross	Jul 19	67012 Standby 47813, 66431, 66434 West Yard 66568, 66520/66528, 66547, 66523/66536, 66555 Freightliners 90029, 90036 Leeds – Kings Cross services 66783, 66729, 66713, 66701 Stone/empties 66720, 66777 Waste/empties 66709 Coal 66066, 66139/66158/66128 Light engine movements 66751 Scrap 66009, 66087, 66143 Intermodal 88009 Departmental 66757 Sand 801102, 800201 Doncaster IEP – Newark/Kings Cross
Jul 12	67004, 67012 Stand by 66553, 66597, 66543, 66517, 66591 Freightliners 66122, 66150, 66161, 66749 Intermodal 66156 Rails 66431, 66432, 66777, 66784/66711 Departmental 66706, 66729, 66783, 66748 Stone/empties 66083 Steel empties 66724 Sand 66743/66746 + Royal Scotsman stock 66738, 88004 Light engine movements 66705, 66704 Coal 66789 Household waste 800202, 801102, 800303 Doncaster IEP - Newark and Kings Cross	Jul 26	67012 Standby 66431 West Yard 66434, 66741/777, 88009 Departmental 66605, 66119 Limestone/empties 66012, 66030, 66070, 66733 Intermodal 66087 Rails 66507, 66519, 66513 Freightliners 66713, 66721 Light engine movements 90029 Leeds – Kings Cross 66722, 66782 Stone/empties 66729 Coal 37800 + crane 66727 Waste 66156 HTAs Worksop – Warrington 66776 Sand 66050 Steel empties 800202 York – Retford 800310 Doncaster IEP – North Pole 800201 Peterborough – Heaton
Jul 17	67012 Standby 66431, 66434, 43189/43169 West Yard 70816, 66789, 66713, 66747, 66194/66117/66101/60010 Light engine movements 90029, 90036 Leeds – Kings Cross services 66587, 66412/70015, 66517/66591, 66596 Freightliners 88004/66432 Departmental 66101 Rails 66122, 66143, 66087 Intermodal 800202, 801101 Doncaster IEP – Newark/Kings Cross 66709 Coal	Aug 2	67012 Standby 66434 West Yard 66585, 66590 Freightliners 66110, 66160, 66170 Intermodal 66719 Sand 66701, 66786, 66431, 88009 Departmental 90018 Leeds - Kings Cross 66015/66197, 66710/66736/66760 Light engine movements 66731, 66723, 66740, 66785 Stone/empties 66733 Household waste 37611 + 43170/43189 Wabtec – Laira 66709, 66758 Coal 800202 Retford – York

Aug 7 67012 Standby  
 66431, 66434 West Yard  
 56087, 66789, 88010 Departmental  
 66749, 66750, 66781, 66784 Coal  
 90018 Leeds – Kings Cross  
 800202 Ferme Park – York –  
 Peterborough – Doncaster IEP  
 66095, 66129, 66160, 66758 Intermodal  
 66717, 66764, 66720/60095 Light engine  
 movements  
 66542, 66594/66418 Freightliners  
 66169 Limestone empties  
 66719 Sand  
 66785 Stone  
 66520 Tanks  
 66147/66160 Rails

**Recent sightings on the Gainsborough –  
 Barnetby line have been:**

(On coal trains unless stated otherwise)

May 14 66701 light engine

May 21 66770 light engine

May 22 66749

Jun 2 66739

Jun 12 66748 with 2 tankers

**Other recent sightings have been:**

May 6 66059, 66789, 66772, 66704, 66722,  
 66781, 66765, 66756 and 66776 at  
 Peterborough

90019 on 09.03 Kings Cross - Leeds  
 May 12 70805, 88001, 56302, 56113, 56096,  
 66747, 66786 and 66726 in Doncaster  
 area

66731, 66707, 66756, 66767, 66079,  
 66093 and 66721 at Peterborough  
 90036 on 09.45 Leeds - Kings Cross

May 20 90036 on 19.16 Leeds - Kings Cross

Jun 7 66541, 66108, 66162, 66422 and 66432 at  
 York

Jun 8 66729 on Tilcon at Hull  
 88001 and 88006 at Doncaster  
 90019 on 10.03 Kings Cross - Leeds  
 66737, 66720 and 66603 at Peterborough  
 90002, 90010 and 90013 on

Norwich - Liverpool Street services

Jun 11 66776, 66714 and 66717 at Peterborough

Jun 24 90039 on 09.03 Kings Cross - Leeds

**Midland Region**

**Recent sightings have been:**

Jun 22 68005 and 66788 at Crewe  
 68022 and 68025 on DRS Depot  
 67022 on North Wales coast service

Jun 23 68020, 68027, 68025, 08868 and 08331  
 on DRS Depot  
 90018 and 90037 at Arpley Sidings  
 90019, 66106 and 66095 at Warrington  
 66723 and 66735 at Liverpool Bulk  
 Terminal

Sightings on the Society's visit to Barrow Hill on  
 27 June 2018 included:  
 02003, 03066, D2589, 07012,  
 08428/782/786/824/877/879, D4092,  
 20301/302/303/304/305/308/309/312, 26007,  
 27066, 37057/099/188/418, 45060, 45105/118,  
 47769, D9009, D9015, Baby Deltic Project D5910,  
 E3035, 81002, 82008, 85006, 89001, EMU 3918,  
 Steam 41708, 5164, 506 "Butler Henderson", 1000,  
 LNER 8217, 68005

**Scottish Region**

**Recent sightings have been:**

Jun 2 86401, 73966, 47727, 66743 and 92038 at  
 Craightinny  
 92023 at Edinburgh Waverley

Trams working were 251-254,  
 256, 259, 261, 262, 264, 266, 273, 274  
 and 276

Jun 16 70802, 47727, 73967, 73969, 73966,  
 66702, 08472 and 08796 at Craightinny

Jun 20 37685, 73967, 73966 and 73969 at  
 Craightinny

Jun 24 90048 1C11 23.15 Edinburgh / Carstairs  
 portion (stock 10689, 10565, 10508,  
 10688, 10507, 10580, 6707, 9809) onto  
 92014 1M11 23.05 Glasgow / Euston  
 (stock 10542, 10501, 10543, 10690,  
 10519, 10650, 6700, 9805)

Jul 26 92033 stabled at Edinburgh Waverley  
 former Great Northern units 365509/525  
 11.30 Edinburgh / Glasgow Queen Street.

**Southern Region**

**Recent sightings have been:**

May 5 73213, 73212, 73107, 66768 and 66735 at  
 Tonbridge

On the Isle of Wight, a lovely few days in early  
 July saw only 3 of the veteran 1938 ex London  
 tube trains in service - 483004 in particular looked  
 very tatty, 483006 looked OK and carries the new  
 SWR "ISLAND LINE" branding and 483008.

Some of the track is in a very sorry state so the ride  
 is best described as lively. The staff at Ryde depot  
 are still performing miracles in keeping this stock  
 in daily service but an answer to the future of the  
 line cannot be put off for much longer.

A visit to the Isle of Wight Steam Railway on  
 Tuesday 10 July saw the 2-train service in the  
 capable hands of 8 "FRESHWATER" and 24  
 "CALBOURNE".



## Western Region

### Recent sightings have been:

Jun 9 66084, 66080, 66127, 66009, 66100, 66014, 66057 and 66324 at Acton 37668, 66150, 08836 and 57608 at Reading  
66548 at Bristol Parkway  
66529, 66565, 66531, 66537, 66615 and 66535 at Newport  
66059, 66137 and 66124 at Ebbw Junction  
66591, 66569 and 66035 at Margam  
08499, 66070 and 66017 at Cardiff

### Railtours and Charter Trains

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

May 5 ("The Diamond Twenties") 66788, 20189, 20205, 73141, 73963  
May 23 ("British Pullman") 67024  
Jun 7 ("Scarborough Spa Express") 35018  
"British India Line", 70811  
Jun 9 ("The Last Invader") 66181, 66102  
Jun 23 ("Another Liverpool Docker") 66035, 66133  
Jun 30 ("The Trent and Ouse Docker") 66133, 66140  
Jul 26 ("Scarborough Spa Express") 35018  
Aug 9 ("Scarborough Spa Express") 35018, 47245  
(Leeds – Stratford on Avon charter)  
57601/47826

### Preserved Railways

Locos used at the Bluebell Railway on 10 June were 30541, 31065 and 847.

Locos working at the Keighley and Worth Valley 50th Anniversary Gala held between 24 June and 1 July were:

Jun 24 45212, 34092, 41241, 1054, 75068, 5820  
Jun 29 34092, 7714, 5775, 45212, 41241, 5820, 66784 named "Keighley & Worth Valley Railway Anniversary 1968-2018, 25059  
Jul 1 50035, 37075, 66784, 37401, 37075, 20031, 55019, 25059

Locos noted at Scunthorpe Steelworks on 18 July were 71 with torpedo wagons, 72 banking torpedo wagons and 75 light engine.

Locos working at the North Yorkshire Moors Railway in July were:

Jul 23 D7628, 926, 65894, 26038, 80136, 20189  
Jul 24 61264, 80136, 926, D7628, 20189, 26038  
Jul 27 61264/D20189, 26038/45428, 926/D7628, 80136/20142

All services were working in top and tail mode due to fire risk with the very hot weather.

A long weekend on the Kent coast based in the delightful town of Deal included a first ever visit to the Romney, Hythe & Dymchurch Railway. Locos in service included 9 "WINSTON CHURCHILL", diesel 12 "JB SNELL" and 2 "NORTHERN CHIEF". Interestingly despite mainly being served by the high-speed "Javelin" class 395 EMUs the line through Deal station is still controlled with semaphore signals; 395002/012/013/019/024 were noted.

### Trip to Stafford

The following were seen on a trip to Stafford on 31 May:

66089 Aluminium  
47830 Route learner  
66027, 66710, 90049/90042, 90040/90018  
Intermodal  
66750 Cement  
66511, 66534, 66540, 66549, 66556, 66558, 66515/70007, 70003, 70008, 70020, 90041/90043  
Freightliners  
66303, 66421, 66760 Departmental  
68018/68030 Nuclear flasks  
57303/37423/37407 Light engine movement  
345035 Crewe – Rugby

#### En route

Derby 37601  
Chesterfield 66109  
Tamworth 20096/20107 + LUL stock + 20311/20314  
Elford Loop 60039 Tanks  
Sheffield 66607/66592  
Clay X Jct. 66065  
Belper 66041 Scrap

### Trip to London

The following locos were seen on a trip to London on 5 July:

Wakefield Kirkgate 66758 Biomass  
Knottingley 66097  
Womersley 66012 Biomass  
Doncaster West Yard 88004  
Doncaster C.H.S.56096, 60076  
Doncaster Yards 66771, 66781, 66728, 66709, 66129, 66133, 60019, 66760  
Peterborough 66775, 66769, 66742  
Biggleswade 66025 Plasmor blocks  
Hitchin 59004 Stone  
Kings Cross 67004, 90036  
Denmark Hill 66762 Steel, 66849 Engineers, 66731, 66138 Stone  
Clapham Junction 66008 Gypsum, 66849/66847/70814 Engineers, 66176 Stone  
Willesden Junction 66560 Freightliner

## Trip to Peterborough

The following locos were seen on a trip to Peterborough on 9 August:

### Doncaster

West Yard 66143, 66431, 66434, 67012, 88010  
66181 Intermodal  
66122 Rails  
66781 Coal  
66707 Gypsum empties  
66518 Freightliner  
66783, 66750, 66749, 66739, 66741 Decoy  
56087, 56113 C.H.S.

### Peterborough

66511, 66537, 66551, 66585, 66594, 66596, 66951  
Freightliners  
66701, 66705, 66012, 66030, 66039, 66603, 66617  
Aggregates/empties  
66077, 66745 Sand  
66095, 66702, 66740, 66742, 66760, 66765  
Intermodal  
90018, 90036 Passenger services  
66091 Plasmor blocks  
67004 + failed 91132  
67014 to replace 67004 as Newcastle standby  
66719 Light engine

## Trip to Nuneaton

The following locos were seen on a trip to Nuneaton on 16 August:

### En route

Wakefield Kirkgate 66747, 66721 Biomass  
Toton 66198  
Tamworth 66770, 66618, 66020/66154,  
43014/43062  
Elford Loop 60010

### Nuneaton

66711 Cars  
66197 Steel  
70805 Departmental  
66788, 66741 Stone/empties  
66017 Rails  
66075, 66177, 66727, 66733, 66742, 66758,  
90049/90047, 90041/90044, 90019, 90020  
Intermodal  
66520, 66523, 66531, 66557, 66560, 66562, 66563,  
66570, 66592, 66594, 66953, 70003, 86604/86638  
Freightliners  
47826/47832 E.C.S. (Northern Belle)

## Trip to Cardiff

"Trip to Cardiff" 13/8/18. Portsmouth & Southsea station I boarded 150207, in Northern livery with GWR branding (That's where the Northern trains have gone, Down Sarf!). A nice and relaxed journey to Southampton, the platform there was packed, folks with large suitcases, looked like they were all going on holiday! I felt sorry for them expecting to find a seat on this 2-car unit. On leaving Southampton we passed the container yard, full of Freightliner 66s and a couple of 08s, rather difficult to log the locos on a train full to the gunnels. The train proceeded to Bristol, each stop more passengers boarded, so you can imagine what it was like on arrival at Temple Meads. On route Westbury had 66168 in the yard and 66089 shunting. At Bristol my first sight of a 800 unit, 800307. The rest of the journey to Cardiff the train was less packed, arrived around 12.00.

At Cardiff I had 3+ hours on the station, with an hour's lunch in the local Spoons, "Great Western", just outside the station. What a Gothic looking place apparently the old Great Western Hotel. Enjoyed a nice Ham and Eggs there with a Thunderbird IPA.

Back to the station it was spotting the usual 142, 143, 150, 153, 158, 170, 175, 166 units; don't think you are interested in the actual units, but the 800 units were, 008, 009, 011, 015, 019-021, 030, 304, 305, 307, 309, 313. Now the more interesting stuff. Locos noted before lunch, 66013, 66509 both on loaded steel east bound. After lunch, 60063 loaded steel, 66542 containers, east bound, 66506 hoppers, 66155 steel empties west bound. Not a bad day, would like to have seen more locos! The solitary HST 43177 with 43023.

Departed Cardiff 16.30 on board 150001 GWR livery. A better journey home to Portsmouth and England! On route we caught up with 66542 at Severn Tunnel Jnc, (Did someone say there was a great railway yard and shed there?), Westbury 59103 seen in the station, and locos noted at Southampton Maritime both ways, 08530/585, 66523/533/550/560/597/951.

Also, GBrf 66715 "VALOUR", appropriate close to a good day out. Remembering also Diana that passed away in July, we had some great days out together with the Pennine. Best wishes. Steve.

## Pennine Quiz No. 173

**Robin Skinner**

1. In 1899 a young Nigel Gresley was appointed shed running foreman where?
2. Today's service between Fenchurch Street and Shoeburyness via Southend Central is known as c2c. However, on 1st January 1948 the route passed from one of the big four to which new region of BR?
3. Saxilby station between Gainsborough Lea Road and Lincoln opened in which year?
4. Saltmarshe station between Hull and Goole opened in which year?
5. Manchester London Road Station (Later Piccadilly), was owned and run by two companies as two stations up to the grouping in 1923. Name them?
6. The Western hydraulic diesels were given which tops class no. but never renumbered?
7. Services from London St Pancras to Manchester terminated in which Manchester station before 1968?
8. London St Pancras opened on 1st October 1868 immediately before to which London Terminus did The Midland Railway run having running powers over another companies' lines?
9. Name A3 60040?
10. Name Royal Scot 46105?
11. Name Castle 5072?
12. Which Warship was uprated to 2400 horse power?
13. Bullied West Country Pacific's were introduced to traffic in which year?
14. English Electric type 3 locos later class 37 were first introduced in which year?
15. 39B was the shed code for where in 1952?
16. In 1952 Lincoln (Midland) shed was a sub shed of where?
17. What event happened on 8th October 1952?
18. A broken rail derailed a Hastings to Charing Cross DEMU at Hither Green in which year?
19. The 10.15 Kings Cross to Edinburgh sleeper derailed where on 3rd June 1962?
20. What happened to D1671 'Thor'?

## Pennine Quiz No. 172

**The Answers**

1. Haven Street
2. Stowe
3. Lancing
4. Brading
5. Stewarts Lane
6. Weight restrictions on Langstone Harbour Bridge
7. Sheffield Park
8. Blackmore Vale
9. R.J. Billington
10. Calbourne
11. R.E.L. Maunsell
12. Tangmere
13. Brighton Belle
14. Manston
15. O.V. Bullied
16. 92 Squadron
17. Isfield
18. Winston Churchill
19. Tenterden
20. Bricklayers Arms
21. Dunton Green
22. Paddock Wood
23. Robertsbridge
24. Lord Nelson
25. Tunbridge Wells West

### 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 September 19th 2018

**David Bladen Digital Image Competition**

### Wednesday October 3rd 2018

Steve Armitage  
'Doncaster to Grantham'

### Wednesday October 17th 2018

Chris Theaker

### Wednesday November 7th 2018

Les Nixon  
'55 years of Railway Preservation'

**Wednesday November 21st 2018**

Rhys Jones

'When I shout diesel get ready to run'

**Wednesday 28th November 2018**

**Pennine Shield Round 1 in Club 39 Committee Room**

**Wednesday December 5th 2018**

**PENNINE SHIELD FINAL at Club 39**

**Wednesday December 19th 2018**

**MEMBERS DIGITAL IMAGES**

## Acknowledgements

I would like to thank the following for their generous contributions to this issue: Linda Bladen, Tony Caddick, John Dewing, Ken King, Steve Payne, John Sanderson, Robin Skinner and Paul Slater.

## Next Issue

The Winter 2018 issue of Trans Pennine is due for publication on Wednesday 5th December would contributors please let the coordinator have their information by no later than Wednesday 7th November. 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.

## Steamy Saturdays

**Simon Stabler takes a ride back in time.**

London Underground's Hammersmith & City line started life on 13 June 1864 when the Hammersmith & City Railway ran its first service between Hammersmith and Farringdon Street - having joined the Metropolitan Railway's metals at Edgware Road. To mark the line's 150th anniversary, commemorative services were operated between Moorgate and Hammersmith on the first two Saturdays in August.

Although the passenger meeting point, Moorgates' Moorfields entrance is currently looking a little worse for wear, thanks to the construction of Crossrail, the mood was lifted by the four-piece band playing at the top of the stairs and by the stock on the tracks. The commemorative train comprised Metropolitan Railway Locomotive No 1, the last steam locomotive to be built for the Metropolitan Railway in 1898; Metropolitan Railway Carriage No 353, the only surviving

example of the railway's 'Jubilee' carriages, which was built in 1892; Metropolitan Railway Milk Van No 3, built in 1896 and withdrawn from service when the goods station at Farringdon was closed in 1936; 'The Chesham Set', four bogie coaches, which were built between 1898 and 1900, and now live on the Bluebell Railway; and Metropolitan Railway Electric Locomotive No 12 Sarah Siddons, built in 1923, which hauled the train's outgoing journey to Hammersmith.

My seat was on Chesham coach No 368, which was built in 1898. As a composite coach, it does not have a corridor connection, and its three first class and three third class compartments have doors on either side. Although a little cramped with all six seats in my third class compartment taken, there was still a lot more luxury to be found here than on some modern suburban services. We set off from Moorgate, accompanied by a Transport for London employee who joked that she was here to make sure we "didn't break anything or put [our] heads out the window". With my friend continually going on about Victorian railway murders throughout the journey, I think she would have turned a blind eye had we tried to push him out of the door.

Our non-stopping service arrived at Hammersmith on time, where we had half an hour to nip to the loo, take photographs or even a swift half in the pub over the road. It was here where No 1 was also able to enjoy a little light refreshment, thanks to the water tank temporarily sited on the platform. Having a window seat on the return journey, with the window pulled down, I was able to see much more of the line than I could on a modern S-stock train. I could see where the Metropolitan and Hammersmith & City lines separate at Baker Street and the platforms and stairs at the former King's Cross Thameslink station. As we steamed through the stations, we were waved at by excited passengers awaiting their regular trains. Although we could smell No 1, we couldn't see her during the journey, and there is part of me that envies those who could see this impressive loco in action. For information on future heritage trips on the London Underground, visit [www.ltmuseum.co.uk/whats-on/events-calendar/heritage-vehicles-outings](http://www.ltmuseum.co.uk/whats-on/events-calendar/heritage-vehicles-outings).

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