

TRANS PENNINE

The Magazine of the Pennine Railway Society



No 187
Winter 2018

Photos

Front Cover

The photo taken by Rhys Jones was the winner of the steam section of the 2018 David Bladen Digital Image Competition (See Committee Briefs for details).

Calendar

The photo taken by Rhys Jones was the winner of the non-steam section of the 2018 David Bladen Digital Image Competition (See Committee Briefs for details).

Committee Briefs

Congratulations

Congratulations to Committee Members Tony Caddick and Linda Bladen who were married on Saturday 13th October at The Pastures Lodge, Mexborough. We wish them a long and happy marriage.

Gerry Collins

It is with sadness we inform members of the death of Gerry Collins. Gerry passed away on 22 September, aged 92. Gerry, together with his son Mark, were enthusiastic supporters of the Pennine Railway Society over so many years, regularly joining us on visits to Doncaster Works and on our Merrymaker trips, always enjoying the banter that accompanied our outings. On most occasions they were accompanied by their great friends from Lincoln, Steve and Diana Payne. Sadly, Diana Payne also passed away recently.

Until the last couple of years Gerry was scorer when the Pennine hosted their round of the Pennine Shield Quiz Competition. He was also a regular at our AGMs and was always the first to propose re-election of the Committee, so he's to blame!

We send our condolences to all family and friends.

Membership Fee 2019

With this magazine you will find a renewal of membership form. The finances of the Society remain healthy, but costs continue to rise, and we have recently had to replace our Slide Projector for use by presenters at social evenings. We remain committed to having available quality equipment available for use by guest presenters at Club 39. As a result, the membership fee for 2019 will be revised by a pound from £6 to £7. This is the first revision since January 2008 (11 years ago!) and we hope you feel this represents excellent value and we look forward to you re-joining the Society in 2019. For this membership fee you will continue to receive 4 magazines a year, a free annual calendar, a variety of presentations and events at Club 39 and an invitation to participate in any visits organised during the year.

Season's Greetings

The Committee of the Pennine Railway Society join together in wishing all our members a Merry Christmas and Happy New Year. We thank you for your support and friendship in 2018.



Calendar

A free calendar is included with this magazine which we hope you will welcome. The calendar shows in red the date of the AGM and social evenings. The dates of the following special events have been underlined:

Wednesday 2 January - Members' Slides Night

Wednesday 23 January - Annual General Meeting

Wednesday 18 September - The David Bladen Digital Image Competition

Wednesday 4 December - The Pennine Shield (Railway Quiz with the Dore Loco Group)

Wednesday 18 December - Members' Digital Images Night

Social Evenings (Change to Start Time)

Please note that from our first meeting in 2019 all meetings at Club 39 will start at 7.30pm.

This brings us in line with most other societies and allows for an earlier finish to meetings. Club 39 opens at 7.00pm which allows time for members to socialise prior to the meeting, and we plan to close the meeting at around 9.30pm. The Club will remain open until around 10.30pm which, again, will allow members to socialise after the meeting.

Our social evenings are held on the 1st and 3rd Wednesday of every month in Club 39, 39 College Road, Waterdale, Doncaster DN1 3JH. Our private room is on the first floor (lift available), with its own bar selling alcohol, soft drinks and hot drinks. Meetings start at 7.30pm prompt and all are welcome, including non-members. Robin organises a quality programme of presentations every year and the programme for early 2019 is shown elsewhere in this magazine.

Annual General Meeting

Our AGM will be held on Wednesday 23 January in Club 39. This is the opportunity for you, our members, to have a say in the running of the Society and form a plan of events for 2019. The AGM will be followed by a slide presentation

The programme will be:

19.00 - 19.30 - arrive

19.30 - start

19.30 - 20.00 - brief report from each committee member

20.00 - 20.10 - break

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

20.30 - 20.45 - break + sale of raffle tickets

20.45 - 21.30 - slide presentation + raffle draw

21.30 - close

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

Members' Slides Night - Wednesday 2 January 2019

Need to get back to normality after Christmas and New Year? Well, the Pennine is holding a meeting on Wednesday 2 January 2019, starting at 19.30. The meeting will take the form of a Members' Slides Night. Bring along your slides (not digital images) and entertain us!

The David Bladen Digital Image Competition

The 2018 Digital Image Competition, staged in memory of David Bladen, was held on 19th September.

The results were as follows:

- **Steam (winner) Rhys Jones** - Jubilee Class 45690 "Leander", with Grange-over-Sands in the background, on 24 March 2018 with 1Z87, the 14.06 Carlisle to London Euston, which it worked as far as Carnforth
- **Steam (2nd place) Geoff Griffiths** - 34053 "Sir Keith Park" departs Loughborough with the first train of the Great Central Railway's Winter Steam Gala, the 10.00 to Leicester, on 29 January 2016
- **Steam (3rd place) Rhys Jones** - Merchant Navy Class 35028 "Clan Line" approaching Hook on 10 February 2018 with "The King Alfred" 1Z82, the 10.43 London Victoria to Haslemere
- **Non-Steam (winner) Rhys Jones** - 68007 "Valiant" at North Queensferry on 24 August 2018 with 2G13, the 17.09 Edinburgh to Glenrothes with Thornton
- **Non-Steam (2nd place) Geoff Griffiths** - Virgin East Coast loco 91130 arrives at Doncaster with 1E18, the 13.00 London Kings Cross to Edinburgh, calling additionally at Doncaster due to the many cancellations of other Virgin East Coast services, caused by the weather on 28 February 2018
- **Non-Steam (3rd place) Geoff Griffiths** - IEP unit 800101 passes Doncaster with 5X63, the 12.11 London Kings Cross to Doncaster Carr IEP depot test run on 28 March 2018

Congratulations to prize winners and thanks to all who entered images (a total of 67 images were entered). A special thank you to Linda for her hard and skilful work in organising this very successful and popular event.

New East Coast Connection

As part of the Railway Upgrade Plan there is now to be a new "dive under" rather than a flyover linking the Stamford Line and the Great Northern Great Eastern line at Werrington Jcn, near Peterborough. Currently freight trains running east to west foul three tracks of the main line when they cross. The dive under is expected to be completed by early 2021.

Windsor Tunnel Proposals

Outline proposals have been released to build Britain's first privately funded railway. George Bathurst, a former submarine scientist, wants to connect the train lines running through Windsor by building a new stretch of tunnel. Windsor's two stations remain unconnected since they were built in 1849 despite being only 300 metres apart. This would open up a new direct route from Slough through to London Waterloo. A second phase could create direct rail links to Heathrow from the west and south of the airport, amid plans for a third runway.

Class 345s - Passenger Warning!

Passengers will need to be warned that the fleet of 70 Bombardier Class 345s, to be used on the 102 minute 60-mile Crossrail Elizabeth Line from Reading to Shenfield have no toilets! The line takes in Reading, Heathrow, Liverpool Street, Paddington, Abbey Wood in south-east London and Shenfield. Trains will carry up to 1500 passengers at peak times and adding toilets would "displace" 600 passengers an hour, according to Transport for London, which says the average time a passenger will travel will be 20 minutes. Recently, a nine-month delay was announced in the opening of the final section of the line. Trains were due to start running between Paddington and Abbey Wood in early December, but due to the need for "further time" for safety testing, the route would not open until "autumn" 2019.

HS2 Warning

It appears momentum to block HS2 is gathering strength within the Government and its Cabinet. There are concerns around the spiralling costs associated with the project, as well as the devastating impact on the lives of residents affected by construction. It appears to be an open secret within Whitehall that the official HS2 budget of £56 billion gravely underestimates the true cost of the project, which is in urgent need of updating to reflect inflation within the construction industry (some reports suggest the cost may rise to £100 billion). It has already been announced that legislation for Phase 2, the northern extension to Manchester and Leeds, will be deferred by one year, although this may not necessarily put back the proposed opening date of 2033.

Originally it was said HS2 was essential to cut the time businessmen spent travelling between Birmingham and London (by 30 mins), but most already work on train journeys. That was then changed to capacity issues on the WCML. When challenged with a Freedom of Information request, the Transport Dept reluctantly released figures showing that on long distance trains leaving Euston during the peak early evening hours, just 52.5% of seats were occupied and, on some peak-time trains the occupancy rate was as low as 34%.

It becomes clearer that rather than HS2, the real benefit would be the northern west-east high-speed link (HS3).

Scottish Improvements

A total of 9km of route has been doubled between Aberdeen and Dyce as part of the Aberdeen-Inverness Improvement Project which will increase capacity on the line with more frequent services. The project has already provided a replacement station at Forres, while in 2019 double track will be extended to Inverurie.

Marston Vale Line

Vivarail is to supply three Class 230 units (2-car converted London Underground sets) to West Midlands Trains, to begin service on the Marston Vale Line between Bletchley and Bedford in December 2018. A bespoke London Northwestern Railway livery will be carried. The trains will be supplied as diesel units but could be converted to battery versions later on. Five 3-car versions of the Vivarail units are being supplied to KeolisAmey for service on Welsh routes and are expected to be running in summer 2019.

Scottish HSTs

HST sets are arriving in Scotland to provide intercity services within Scotland, connecting a total of seven cities. The eventual fleet of 26 cascaded sets will consist of 17x5-car and 9x4-car formations. The first route to see the 125s in service will be Edinburgh - Aberdeen. The upgrade of Mk3 trailers has included the installation of single-leaf automatic doors and controlled emission toilets. The original trains, built between 1975 and 1982, were the last intercity rolling stock designed by BR to have slam doors and discharge toilets.

Merseyrail

New trains for Merseyrail are under construction at Stadler plants in Hungary and Switzerland. The first trains are expected to arrive in the UK during 2019. The depot at Kirkdale is being prepared for their arrival.

Newquay Branch Record

The 2018 Boardmasters weekend music event in Newquay attracted 50,000 fans. In 2017 there were reports of up to 1,000 would-be passengers trying to board a two-car Class 150 unit. In 2018 GWR essentially cleared the branch line timetable to provide paths for a total of 13 extra intercity trains. Seven heavily-booked HSTs ran through from Newquay to Paddington, setting an all-time record for the line. Old methods of controlling holiday crowds were revived, and all seats had to be reserved.

Newquay is the only branch line terminus in Cornwall where this would have been possible as no other branch in the county now has a platform long enough to cope with HSTs.

Class 800 Issues

During trials of electric-diesel Hitachi Azuma Class 800s the trains can only run on diesel north of York. The 800s generate high levels of electromagnetic waves that can turn signals on older equipment north of York from green to red. It can also affect other equipment, such as axle counters and even CCTV. It is not clear whether the route south of York could also be affected, as testing has been concentrated in the north. Only 23 of the 65 strong fleet will be bi-mode. This threatens the planned introduction of Azumas in December.

Vintage Trains Limited

Vintage Trains Ltd has been granted a licence by the Office of Rail and Road which will allow it to run scheduled express services across the main rail network. Initially steam locomotive 7029 "Clun Castle", which it owns, will feature on timetables running between Stratford-upon-Avon and Birmingham New Street. Ultimately the company, which is funded by 750 enthusiasts, aims to expand its services around the country - including to York, Chester, Bristol and London. A public share issue has so far raised £850,000, but the aim is to raise £3million, so the age of steam can be brought back around the UK. As well as 7029, five other locomotives will eventually run at speeds of up to 75mph. These trains are designed for comfort. There will be Pullman carriages for those who want to dine in style while those who simply want a seat will travel on early BR rolling stock. Prices are expected to start at around £20, rising to as much as £200 for the VIP service. Vintage Trains is being led by two rail industry veterans Adrian Shooter and Cath Bellamy.

Did You Know?

Severn Tunnel Junction signal box is the largest operational mechanical signal box in the world.

Eurostar Expansion

Eurostar is to introduce a third train to Amsterdam and Rotterdam from June to meet demand. Trains are direct outward, but passengers must disembark in Brussels to clear immigration on the inward journey. Both the UK and Dutch government's aim to have border controls in place in Amsterdam Central station by the end of 2019 to allow a direct return. Eurostar hopes to run four trains a day when those arrangements are in place, with ambitions for five.

Light Rail News

BLACKPOOL

This years "September Anniversary Spectacular" took place over the weekend of the 22/23rd. On the Saturday cars 40, 147, 600, 621, 631, 642, 701, 711, 715, 717, 718, 719, 723 were in action with stored cars 634, 703, 706 "Princess Alice" lined up in Blundell street for photos, also Halle 902 and jubilee 761 were posed on the depot track fan. The following day saw cars 40, 66, 600, 621, 642, 648, 680, 700, 701, 711, 713, 715, 717, 718, 719, 737 in action with stored cars OMO 8, 632, 706 in Blundell street and 631, Coronation 304 and 761 on the depot track fan. A very positive development with the heritage fleet occurred on Wednesday 22nd August when Coronation car 663 left the depot on a low-loader bound for the well-known Ian Riley Engineering works in Heywood. This lovely car, one of only 3 survivors, was withdrawn in the early 1970s and has endured a nomadic life ever since. With the help of an anonymous private donor extensive work is to be carried out on the car which hopefully will see the car return to service much sooner than ever thought possible previously.

News on the Flexity cars has seen 3 new all-over adverts applied in the last couple of months. Cars 003 and 016 are now adorned in a style very similar to Sheffield Supertrams 111 and 116 for "Pretty Little Thing". Then car 114 was outshopped in a mainly black livery featuring horrible contravision promoting "J D Sports".

Last but not least and at long last open boatcar returned to traffic on Thursday 25th October after a protracted overhaul and re-wire. Still carrying its unique and distinctive red livery and now adorned with festoon lights the car was named "Charlie Cairoli" on the Tower loop by the famous circus performers son Charlie jnr.

SHEFFIELD SUPERTRAM

South Yorkshire PTE have revealed that up to £230 million is needed to renew the system. The trams are coming to the end of their working life and no money is set aside to rebuild parts of the network or buy new vehicles. It hopes to raise the money from the Dept for Transport to allow the tram system to run for another 30 years.

SYPTTE is focusing on three options; replacing the tram network with extra buses, maintaining the network as it is but which would potentially result in a reduction in the quality of service, or renew and modernise the system. It is projected that taxpayers are still projected to be paying for the installation of Supertram until 2056 - some 61 years after the network opened after it ran four times over budget.

The big and most welcome news for the area is the opening at last of the much-delayed tram-train project (three years overdue and £60 million over budget). At 09.39 on Thursday 25th October car 399203 worked the first public service from Sheffield Cathedral to Rotherham Parkgate. Ahead of the first public service 399204 worked a special from Nunnery Depot to Parkgate carrying various dignitaries to perform the official opening ceremony.

Three trains will run each hour. The Government funded programme is a partnership between SYPTTE, Network Rail, Stagecoach Supertram and Northern Rail. The pilot will run for 2 years while customer satisfaction, passenger numbers, reliability and costs are tested. If the pilot is successful, tram-train will continue to run as a local service.

Unfortunately, later that afternoon 399204 was involved in a serious RTC with a lorry at the Staniforth Road crossing between the Attercliffe and Woodbourn Road stops which resulted in the tram suffering severe front-end damage and becoming partly derailed. Thankfully only minor injuries were reported, and we now await the findings of the RAIB into the accident. Predictably news on local TV that evening concentrated more on the accident than on the significance of the opening of this ground-breaking project. This despite the fact that the accident occurred on the Supertram network and unluckily involved a tram-train vehicle rather than one of the native DUEWAG cars.

Know Your Midland

Paul Slater

I had already had a number of pieces appear in the Midland Railway Trust's magazine "The Wyvern" when in the summer of 1983 the editor, Bob Clegg, invited me to his home to discuss with him and his deputy Mark Higginson, the possibility of a new series of historical articles for "The Wyvern".

It was the second time that I had been to see Bob at his home in the village of Findern, near Derby. I drove down one Saturday afternoon; at that time I usually worked Saturday mornings. The meeting with Bob and Mark was very amicable, and the evening included a meal - Bob's wife Joan joining in - and a viewing of some of Bob's cine-films. We agreed that I would write a series of articles for "The Wyvern" describing various lines of the former Midland Railway, the series to be titled "Know your Midland". It was expected that there would be other contributors to the series, but it seemed likely that I would be writing the majority of the articles. We discussed some possible subjects for the first articles in the series, and the first three lines to be covered were agreed. It was emphasised that I should use several sources if possible, so as to reduce the likelihood of historical error. Bob and Mark seemed to have every confidence in me, and I drove back to Gainsborough that night full of enthusiasm for the new project.

I soon set about writing the first articles in the series, and it was not many months before they began to appear in "The Wyvern" and "Know your Midland" was under way. I had to write each article to the same formula. First I had to describe the background to the line in question, then write about the construction and opening, giving exact dates where at all possible; next came a description of the line, including the architecture of the stations, followed by a reference to any subsequent extensions to the line, or any contraction of it. Then I had to describe train services over

the line, adding any personal reminiscences, before moving on to decline and closure where this was appropriate. Finally I had to describe the present state of the line and write some sort of conclusion.

Some months after beginning the "Know your Midland" series I started another long-term project for the Midland Railway Trust. This involved photographing surviving Midland Railway objects such as stations, signal boxes and bridges, and it could easily be combined with research for the "Know your Midland" articles. It was not strictly necessary to visit a line - or its remains - to write an article about it, as it was possible to gather all the required information from published books, photographs and maps - and, in subsequent years, videos - but I preferred to do so if it was practicable and the line in question was not too far away. Many of the lines where I photographed Midland Railway buildings and bridges in due course became the subject of a "Know your Midland" article.

I did not find the set formula for the "Know your Midland" articles unduly restrictive, as there was scope for expanding the section on personal reminiscences in the case of a line which I knew well, or concentrating on the historical aspect, or the details of present-day train services, where this was appropriate. Not all the lines I wrote about had been closed, and in some cases I was able to conclude my article by describing a well-used modern line, or one that might be re-opened by a preservation scheme; nevertheless, the majority of the lines featured in my series were branches and secondary routes which are now defunct.

"Know your Midland" proved to be a long-running series. Bob and Mark in due course ceased to edit "The Wyvern", and eventually my membership of the Midland Railway Trust lapsed, but still the project went on. I cannot claim to have written all the articles in the series, but most of them have been mine. In a few cases, my own photographs have been used to illustrate the articles. "Know your Midland" ran for about twenty years, and I had nearly thirty articles in the series appear in "The Wyvern"; two of which I submitted were never used, as far as I know, but I have had shortened versions of them appear in "Trans Pennine" under the titles "Steam on the Corby line" and "The Barnsley line". Others of my articles in "Trans Pennine", notably "Three Midland branches", have included material which first appeared in the "Know your Midland" series.

Locomotives at Washington

Paul Slater

I have only once ever visited the United States, for a three-week librarians' study-tour in October 1972. My article "The New York subway", previously published in "Trans Pennine", describes episodes from that holiday. I remember the American trip mainly for New York and the beautiful autumnal landscapes of New England, but we went as far south as Virginia, and we stayed for a few nights in Washington.

On our American trip, we did most of our travelling by chartered Greyhound bus. Apart from the subway trains in Boston and New York, we did no travelling by rail, but I had a look at stations where I could. In Washington I took my camera not only on to the platforms of the Union Terminal, where I saw diesel and electric locomotives before re-joining the other members of the party who had agreed to indulge my hobby while we were on our way back to our hotel from one of our official visits, but also into the Railroad Hall of the Smithsonian Institute's Museum of Technology. Here there were two steam locomotives, a very early wood-burning type, and a much larger and more modern express engine, 4-6-2 no. 1401, carrying the livery of the Southern Railroad. A few American-built steam locomotives run on heritage lines in this country, but those two in the Smithsonian Institute's museum remain the only ones I have ever seen in the United States.

When I re-joined the rest of the party after photographing locomotives at the Washington Union Terminal, one of my companions gleefully pointed out a small notice forbidding access to the platforms for everyone except ticket-holders. I had not seen that notice, but I am glad I disobeyed it, for I managed to photograph not only a Baltimore & Ohio diesel on a rush-hour local to Baltimore, but also an ex-Pennsylvania Railroad class GG-1 electric, no. 4913, on an Amtrak express to New York and Montreal. From a magazine article I have read recently, I understand that no. 4913 was probably owned by Amtrak, although it carried the plain black livery of Penn Central.

My photo of the Railroad Hall, with the old wood-burning locomotive, was used to illustrate an article I wrote for the Mastermind Club's magazine. I had to use time-exposure to take a photo of 4-6-2 no. 1401, but the result was satisfactory, and is now with a few other photos I have taken of foreign express steam.

I am particularly pleased that I got a photo of a GG-1. These stylish 2-C-C-2s were introduced in 1934, and have been described as the apogee of electric traction development in the US. They were used on express passenger trains until 1980, and the last one was withdrawn from suburban passenger work in 1983. Several have been preserved, and the one I saw, no. 4913, is now in a museum at Altoona, Pennsylvania.

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

- | | |
|---|---|
| <p>Aug 23 67002 Standby
 66431, 66434 West Yard
 88010 Light engine to Millerhill
 66702 Household waste
 90020, 900036 Leeds - Kings Cross services
 66041, 66108, 66139, 66767 Intermodal
 66523/66593, 66955 Freightliners
 66760, 66771, 66773, 66784 Coal
 66108 Rails
 60100/66181 Light engine movement
 57314/57601 Kings Cross - York charter
 57007, 66713 Departmental
 66705, 66770, 66777 Stone/empties
 66729 Sand
 66136 Steel empties
 66170 Limestone empties
 802201 Doncaster IEP - Edinburgh
 800202 Heaton - Retford
 800201 Heaton - Retford - York</p> <p>Aug 30 67002 Standby
 66517, 66594 Freightliners
 66034, 66156, 66150 Intermodal
 70816, 43040/43153 West Yard
 90020 Leeds - Kings Cross
 60044, 66107, 66721, 66761 Light engines
 66781, 66786, 66704 Stone/empties
 66782, 66431, 88008 Departmental
 66784, 66788, 66789, 66701 Coal/empties
 66785 Sand
 66170 Limestone empties
 800303 Doncaster IEP - North Pole
 800201 Doncaster IEP - Retford</p> <p>Sep 6 67002 Standby
 66434, 66741, 88008 Departmental
 60065 Route learning
 66738, 60011, 66623, 66752 Light engines
 66002, 66034, 66112 Intermodal
 66589, 66570/66557 Freightliners
 66785 Sand
 66778, 66787, 66716 Stone/empties
 66156/66165/66090 Rails
 90036 Leeds - Kings Cross
 66732, 66744, 66784, 66719 Coal/empties
 800107 Doncaster IEP - Kings Cross
 800201, 800202 York- Peterborough - Doncaster IEP</p> <p>Sep 20 67012 Standby
 66434 West Yard
 66074 Rails
 66714, 66758, 66780 Stone/empties
 66002, 66116, 66167, 66711 Intermodal
 66784 Coal
 66416, 66597 Freightliners
 66742 Gypsum
 66706 Household waste</p> | <p>Sep 20 66526, 66431, 66776 Departmental
 66110 Steel
 66727, 66763/66789, 66773 Light engines
 801102 Peterborough - Doncaster - Peterborough</p> <p>Sep 27 67018 Standby
 66434, 88010 West Yard
 66714, 66728, 66732, 66730, 66763, 66768
 Coal/empties
 90018, 90029 Leeds - Kings Cross services
 66534, 66589 Freightliners
 66001, 66139, 66170, 66748 Intermodal
 66760, 66781 Stone/empties
 66787 Sand
 43133/43136 Ely - Aberdeen
 66415 Departmental
 56090, 66181, 66614, 66770, 66084/66230,
 66727 Light engine movements
 37421 C.H.S.</p> <p>Oct 4 67002 Standby
 37612, 66432 West Yard
 66718, 66719, 68005, 88010 Departmental
 90018, 90029 Leeds - Kings Cross services
 66003/66171, 66086 Rails
 800202 York - Peterborough
 66107, 66119, 66128, 66712 Intermodal
 66785, 66787 Coal
 66735, 66549, 66711 Stone/empties
 66515, 66593, 66957 Freightliners
 37219 Light engine movement
 66772 Sand
 66001 Steel empties</p> <p>Oct 11 67012 Standby
 66005, 66133, 66047, 66715 Intermodal
 90029 Leeds - Kings Cross
 802201 Doncaster IEP - Selby
 66432, 66434, 66717/66753 Departmental
 66533, 66566 Freightliners
 66782, 66714 Stone empties
 66192 Steel empties
 66712 Sand
 66543 Tanks
 66001/66099 Light engine movement
 68005 + 20305/20302 R.H.T.T.
 66787, 6785, 66744 Coal
 66753 Household Waste
 43124/43175 Ely - Perth
 43153+49112+48131+43040 West Yard</p> <p>Oct 18 67012 Standby
 66434, 68005 West Yard
 66070, 66097, 66110, 66717 Intermodal
 66738, 66752/66701, 66427 Departmental
 800202 York - Peterborough
 90039 Leeds - Kings Cross
 66593/66556, 66505 Freightliners
 66740, 66784, 66785, 66786 Coal empties
 66703 Stone empties
 66001 Steel empties
 66756 Sand
 66092 Light engine movement
 321330, 158838 West Yard for Wabtec</p> |
|---|---|

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Oct 25 67022 Standby
66426 West Yard
66744/66720, 66434, 66740, 88009 Departmental
66503, 66512, 66557 Freightliners
66070/66114/66108 Rails
66571, 66738, 66084 Light engines
66505, 66777 Stone empties
66717, 66784, 66786 Coal/empties
66124, 66069, 66136, 66749, 66778 Intermodal
66719 Sand
66013 Steel empties
66103 Limestone empties
800103 Doncaster IEP - Kings Cross
800201 Peterborough - Doncaster IEP

Nov 1 67012 Standby
37612, 88009 West Yard
66066, 66061, 66069 Intermodal
66105 Rails
66738, 66740, 66788 Stone/empties
800201, 800202 York – Retford - York
66568, 66566/66590, 66536 Freightliners
800107 Doncaster IEP - Kings Cross
66133/66121 Light engine movement
66426, 66720/66775, 66774 Departmental
66785/66769, 66781 Coal/empties
66773 Sand
801101 Doncaster IEP - Leeds

Nov 8 66426 West Yard
66066 Rails
90019, 90029 Kings Cross - Leeds Services
66776, 66782, 66786 Coal/empties
800107, 800103 Doncaster IEP - Kings Cross
801201 Doncaster IEP - Neville Hill
66541, 66520/66550, 66589 Freightliners
66148 Intermodal
66044/60010/66027, 66613, 66182 Light engines
37099 Route learning
88009, 66722/66754, 66775 Departmental
66720 Sand
66735, 66784, 66788 Stone/empties
66109 Steel empties
67028 dragging failed 91128
43031/43152 (Scotrail livery) Ely - West Yard

Recent sightings on the Gainsborough – Barnetby line have been:

(On coal trains unless stated otherwise)

Sep 10 66781
Sep 11 66781
Sep 14 66781
Sep 17 66705
Sep 25 66763
Sep 26 66785
Sep 28 66783
Oct 3 66705
Oct 4 66705
Oct 5 66784
Oct 7 66785
66040 on biomass train
Oct 8 66719
Oct 9 66719

Oct 12 66786
Oct 14 66040 on biomass train
Oct 15 66740, 66787
Oct 16 66740, 66787
Oct 17 66740, 66787
66040 light engine
Oct 18 66787
Oct 19 66740

Other recent sightings have been:
Aug 12 66221, 66130, 66727, 66768, 66703, 66712, 66711, 66760, 66759, 66763 and 66762 at Peterborough
66757, 66784, 66776, 66731 and 66122 in Doncaster area
Sep 29 67003 at Newcastle
67010 dragging 91121 over the Tyne Valley line on 1S13 11.00 Kings Cross / Edinburgh
Sep 30 90029 on 16.04 Newcastle / Kings Cross
Oct 11 66706 on Tilcon at Hull
Oct 12 66714 on Tilcon at Hull
Oct 26 66780 on Tilcon at Hull
20302 and 20303 on RHTT at Hull
Nov 1 66711, 66780 Coal/empties, 70805 Tanks, 66075 Biomass at Hatfield & Stainforth
Viewed at Retford on 27th October from 91114 on the 15.30 Kings Cross - Edinburgh was a southbound convoy of 91130 dragging 91119 and 67012 on 0Z11 Doncaster Wabtec / Bounds Green. 91119 has been out of traffic since last winter so hopefully this heralds a return to service for this fine loco.

Midland Region

Recent sightings have been:

Sep 29 37116 and 57307 at Carlisle
Oct 31 399201 for Parkgate at Rotherham
399203 for Cathedral at Meadowhall South
399202 for Parkgate, 399207 for Middlewood at Arena

Scottish Region

Recent sightings have been:

Sep 29 47749 and 92033 at Edinburgh Waverley
Sep 30 73970 and 73971 stabled on Craigentinny depot

Railtours and Charter Trains

Locos seen on railtours and charters have been:

Aug 11 (“The Walsall Concerto”) 66060, 66135
Sep 27 (“The Deltic Deviator”) D9009 ALYCIDON, 68004
Oct 6 (“The Cambridge Don”) 57601, 57314
Oct 20 (“The Man of Steel”) 66060, 66055, 07802

Preserved Railways

Sightings at Scunthorpe Steelworks have been:

Sep 5 71 with Torpedo wagons
72 banking Torpedo wagons
8.702 on steel train with 8.701 on rear
75 light engine

Sep 15 72 with Torpedo wagons
71 banking Torpedo wagons

Oct 20 60044, 66084

Locos used at the Severn Valley Railway Class 50 Golden Jubilee Gala on 4th – 6th October were 50007 Hercules (50006 Neptune on one side), 50008 Thunderer (freight services only), 50015 Valiant, 50017 Royal Oak, 50031 Hood, 50033 Glorious (running in undercoat condition – see below), 50035 Ark Royal, 50044 Exeter, 50049 Defiance (50011 Centurion on one side), 50050 Fearless and 40106. 50026 Indomitabile was on display at Kidderminster. Nearly £3,500 for 50033's repaint was raised by allowing people write a suitable message on the side of the loco at £5 a time.

Locos working at the Bluebell Railway Giants of Steam Gala on 13th October were 30541, 65, 847, 73082 Camelot and 60009 Union of South Africa.

Locos used at the Spa Valley Railway Autumn Diesel Gala on 19th October were 31430 Sister Dora, D7612 and 33063 R J Mitchell.

Trip to Reading

The following locos were seen on a trip to Reading on 13 September:

Wakefield Kirkgate 66761 Biomass
Knottingley Depot 66025/116/155
Doncaster West Yard 66434, 67012, 88008
Decoy 66122, 66701
C.H.S. 56087
Peterborough 66722, 66727
Acton Yard 66005/060/105/134/187/199

Reading

66419, 66536, 70020 Freightliners
66623 Cement
66774 Steel
66037, 66160, 66206, 66753, 59001, 59002, 59004, 59101,
59103, 59104, 59203 Stone/empties
66094 Binliner

Trips by Egyptian Correspondent

Trip to Brighton on Saturday 15th September. Plenty of EMUs. To Brighton on board 377423 packed to the gunnels, getting used to packed trains, not very pleasant! On arrival checked the station, my first visit! then to find "The Post & Telegraph" for lunch, a Spoons pub. I was amazed at how busy Brighton was, everyone and his dog eating and drinking at various pubs along the way, looked like street parties. Eventually found the Spoons, not too packed, so a nice relax before heading back to the station. Had to take a look and photo the Royal Pavilion which is close by. The station was very busy, probably not a good

idea to spot at a terminal station having to walk up and down the platforms each time a train arrives. My eyes aren't what they used to be. Interesting to see a boarded wooden platform still in use. Units to be seen were of the 313, 377, 387 and 700 types. 313201 was seen on route in BR Blue livery, still trying to get a photo! Homeward bound on 377413.

With no Locos seen on the Brighton trip, I took another trip to Eastleigh on Thursday 27th September. Out bound on 444013. Locos noted stabled next to the station 59003, 66536, 66756, 73107, 73136, 73141, 73964, shunting 66168, 66136 light engine, 66152 light engine to yard to pick up ballast train. Through trains, 66509 and 66572 double head on containers. 66846 and 66850 light engines; 66775 Biomass; 66096, 66154, 66198, 66504, 66549 Containers; 66063, 66198 Cars. Recommend the "Adesso" buffet on the station, very good coffee! Homeward bound this time on 444006.

Yet another trip was taken in September to the Isle of Wight Steam Railway. This time by bus and hovercraft to Ryde, with Island Line 006 to Smallbrook Jnc. This was a Diesel weekend with 03197, 03399 and D2554 on duty. Other locos noted, W2, W8, W11, W24, 41298, 41313, D2059, Industrial W38 and WD198, 235. Really enjoyed my visit, with those wonderful carriages to savour. (Bit different to suffering those Cross-Country Voyagers on my next trip.) The Beer tent wasn't very busy, only my daughter Julie and myself sampling the local brew, thought more folks would be enjoying them! (Is this a sign of the times!).

Now an Epic 4-day mission to Bewdley 15th to 18th October, chasing where my family once lived. Didn't start well, something on the line! so no trains coming into Portsmouth. Had to catch the GWR train to Southampton, 158958, change there onto 220009 to Banbury. Not a pleasant journey as mentioned earlier, so spotting rather difficult. At Banbury 66741 with 68009 taking us to Moor St. Really enjoyed the Chiltern Railways, seemed very civilized! Most of the journey seemed like scenes from the film "Metropolis". To Kidderminster on 172335 very good Derby built unit. I wouldn't recommend the local buses in Kidderminster, looks good on line, bit different in reality. I stayed at the "George Hotel" in Bewdley a Spoons establishment. Severn Valley not running while I was there but caught site of 70000 running through Bewdley and 1450 in the yard. When I returned to Kidderminster on the 18th for my trip home 70000 was waiting to leave for Crewe, with 7714 and 12099 in the station. Homeward bound on 172216, to Moor St, 68014 to Banbury, (The Caterpillar engine sounds good, bit different to the 2 stroke), 221139 to Winchester, and 444003 to Pompey.

Best regards, Yasser, Egyptian correspondent.

Trips to London

3 consecutive October weekends in London allowed me to sample the following:

EMU Classes – 313/0, 315, 321/4, 345, 357/0, 357/3, 360/2, 375/6, 375/7, 375/8, 376, 377/1, 377/2, 377/3, 377/4, 377/7, 378/1, 378/2, 387/1, 387/2 (on Southern services not Gatwick Express), 450/0, 455/7, 455/8, 455/9, 456, 465/0, 465/1, 465/9, 466, 700/0, 700/1, 707, 800/0 and 800/3;

DMU Classes – 158/8, 159/0, 159/1, 165/0, 171/7 plus Class 222 Meridians from Chesterfield to St Pancras;

Locos Classes – 43, 68 and 90;

DLR and Croydon Tramlink.

Pennine Quiz No. 174

Steam Locomotive Names Old and New

Tony Booth

Some questions have more than one answer, bonus marks for extras!!

Numbers with prefix for update to British Rail numbering system not allowed unless they were named before BR

1. Who was Hugh Rupert Courtney?
2. Home of Wanderers.
3. Capital of Antigua.
4. Common Servant of Harlequin.
5. Inventor of Steel making process in 1855.
6. Inventor of Postage Stamp.
7. Summit on the West Coast Main line.
8. Electrical Pioneer.
9. Naked female on horseback.
10. 2018 Commonwealth Games Venue.
11. Sir Walter Scot Novel.
12. St. Leger winner 1911.
13. Founder and Patron Saint of Glasgow.
14. British Sea Battle in 1797.
15. Home of the Lord's Braybrooke (now English Heritage).
16. Home of the Royal Greenwich Observatory until 1988.
17. Who was 1st Baron Clitheroe?
18. Who discovered the Hudson Straits?
19. 3rd Daughter of Queen Victoria.
20. Only G&SWR named locomotive.
21. General Manager of LNWR 1909-1914.
22. Sir Herbert's falconer in Sir Walter Scott's novel "The Abbott".
23. 1932 St. Leger winner.
24. LNER Chief Officer 1923-1939.
25. Did this locomotive bring home the bananas??

Pennine Quiz No. 173

The Answers

1. Blackpool.
2. London Midland Region.
3. 9th April 1849.
4. 2nd August 1869.
5. Great Central Railway and London North Western Railway.
6. Class 52.
7. Central.
8. GN to Kings Cross.
9. CAMERONIAN.
10. CAMERON HIGHLANDER.
11. HURRICANE.
12. D830 Majestic.
13. 1945.
14. 1961.
15. Darnall.
16. Nottingham 16A.
17. Harrow and Wealdstone accident.
18. 1967.
19. Lincoln.
20. On 27/3/65 collided with D6983 at Bridgend and withdrawn too badly damaged to repair.

The Winner

Congratulations to the winner – Ian Shenton.

Pennine Meetings 2019

Meetings are held at CLUB 39, 39 College Road, Waterdale, Doncaster DN1 3JH. Starting at 19.30 prompt on 1st and 3rd Wednesday of every month.

Wednesday January 2nd 2019

Members Slides

Wednesday January 16th 2019

Gerry Dickinson

'A Suffolk railwayman goes north via London'

Wednesday January 23rd 2019

AGM 19.30 Start

(Followed by a short slide presentation)

Wednesday February 6th 2019

Enid Vincent and Phil Lockwood

'Diverted! Wakefield to Leeds via Huddersfield, Barnsley & Castleford'

Wednesday February 20th 2019

John Zabernik 125 Group

Wednesday March 6th 2019

Nick Beilby
'The Un-Professional Spotter'

Wednesday March 20th 2019

Rob Hay

Wednesday April 3rd 2019

Glynn Gossan

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Next Issue

The Spring 2019 issue of Trans Pennine is due for publication on Wednesday 20th March would contributors please let the coordinator have their information by no later than Wednesday 20th February. 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.

Coach Camping

Mike Fenton on the delights of holidaying in a railway coach.

In these times of package holidays, foreign travel taken for granted and when even the planning of a domestic holiday assumes a basic B&B provision of en suite facilities, the holiday season is an opportune moment to hark back to a simpler time. In the decade before WWII, people's requirements were less extravagant and their enjoyment depended on their ability to make their own entertainment and plan their own diversions. In the 1930s vacation opportunities were given a great boost by a large increase in the provision by employers of holidays with pay. During 1920-37 there was a rise to 4m of the UK workforce receiving this remuneration, culminating in the Holidays with Pay Act of 1938, which pushed the number to 11m by the following year. During the period 1987-1999 I researched a railway holiday scheme from the 1930s which benefited hugely from these changes, and which is still fondly remembered by many. In 1933, the London & North Eastern Railway tentatively took ten of its old carriages, kitted them out with bunk beds and a simple kitchen area and transported them to rural stations in some of its best scenic locations, hiring them out to the public that summer as holiday

homes. The idea proved to be very popular, to the extent that the Great Western Railway (GWR) followed suit in 1934, with an initial provision of 19 coaches. In 1935 the Southern Railway (SR) and the London, Midland & Scottish Railway (LMS) joined in, and the concept quickly took hold, that of 'camping in coaches' with a roof over your head rather than dealing with the potential privations of camping under canvas. The SR and the LNER titled them 'Camping Coach', the GWR a more concise 'Camp Coach', although the LMS at first insisted on lettering the sides with 'LMS Caravan'. They retained their wheels, being normally removed in the winter for refurbishment at Swindon, Derby and other major railway Works.

The idea of a railway carriage holiday was reputedly the brainchild of the author, Charles Cutcliffe-Hyne (1865-1944), a noted adventurer who indeed wrote the rather quaint forewords to both the LNER and the GWR's first booklets publicising the scheme. Hailing from Bibury in the Cotswolds, he wrote nearly 70 books, being best-remembered for his series based on a defiant nautical character known as 'Captain Kettle'.

In 1936 a typical hiring on the GWR was a week's rental costing £3 for a six-berth coach, which compared very favourably with standard guest house accommodation, but of course offered much more freedom. It worked out much more cheaply if two families shared an eight-berth coach for £4 and split the cost between them. The railway made its money by stipulating that each member of a party booked a Monthly Return ticket for the journey (Paddington to Fowey, Cornwall, 43s 6d third class in 1936), whether the ticket was used or not. With Billy Butlin descending on Skegness and Clacton in the mid-1930s to establish his holiday camps with their more regimented, controlled style, the Camp Coach holiday fulfilled a need for people to exercise freedom and enjoy a quiet holiday away from the crowded promenades and busy beaches, and the enjoyment of staying on a station in such a way proved to cut right across all social, economic and age groups. For many folk it was their first time away from home, their first view of the sea, and for some, their first true independence - if family groups were in the majority, there were also many others spreading their wings, in the form of Scout groups, Girl Guides, servicemen and women, work colleagues (a group of telephone operators from Birmingham proved to be one of my most valuable sources of information), school groups (official and otherwise), and many a young married couple who years later were to recall the holiday as a memorable part of their early years together.

During the latter years of the 1930s the Big Four companies each developed their schemes with more coaches and sites being added each year, the LMS coming out on top with a staggering 232 coaches available by 1939 on the mainland and also extending the facility to Northern Ireland. Each company developed its own particular individual approach. The GWR, for instance, would only put one coach at a station site and typically avoided doing so in resorts. The LMS had several sites, such as Heysham (36 coaches) and Conway Morfa (30) where large numbers of coaches were stationed together, in the manner of a

'camp coach holiday camp'. The Southern, at 24 vehicles the smallest of the schemes, used a practice of mid-season migration, basing some coaches at Kent stations for the first half of the season, then transferring them to more westerly locations for the second half. The LNER was the only one to offer a quite luxurious Touring Camping Coach, which started and finished at York and stopped in several well-known beauty spots in the Yorkshire Dales during a week's run.

Expectations were different in those days. Young folk tended to holiday with their parents even into their 20s, being often unable to afford anything else. The coaches had no toilet facilities, but as they were normally based in a siding or bay platform in a station, the vacationers had access to the facilities on the platform. Those folk whose coaches were close to the beach had the best chance of keeping clean. A pertinent comment from one of my contacts who stayed at an inland location was, "We washed up as far as possible, down as far as possible, and just missed possible out".

Provisions could be sent ahead in a trunk labelled PLA (Passengers' Luggage in Advance) and supplies could be augmented by produce bought locally in the habitations served by the local station. There was no preoccupation with buying expensive souvenirs to take home, as there simply were none available in the quiet locations which were used. Pleasures were simple and needs modest, but even so the Camp Coach Holiday became part of the British psyche, lovingly remembered and never forgotten. One contact of my acquaintance simply said to me, "Great holidays they were".

A lady from Cornwall recalled how their family took their wind-up gramophone and a selection of 78s with them on the train and she had her family photographs to prove it. Many families went to the same site year after year, and it is a well-known part of camp coach lore that many stations had staff that looked out for their regular clientele each season, and who had the kettle on ready for their arrival and where sometimes the station master's wife would have a cooked meal ready. These doughty railway people became very much the 'stars' of the Camp Coach Holiday, who appreciated the new life and energy brought to their station and its environs by the visitors and often went out their way to make them feel welcome. The good attentions of Mr and Mrs Sidney Price at Abbotsbury, Bob Patey at Avonwick, Mr and Mrs Evan Owen at Abererch and Harry Noble at Aysgarth to name but a few were still recalled with warmth and gratitude several decades later.

The onset of WWII curtailed the Camp Coach Holiday schemes, and indeed I spoke to several folk who recalled their 1939 and 1940 holidays in a coach being terminated by the outbreak of hostilities. During the War many of the coaches were requisitioned by the Government for use in the war effort, and their use for temporary accommodation for troops and railway departmental staff rendered them unfit for further use, so when the idea was revived after the War it was necessary to convert a whole new batch of carriages. The Southern Railway brought them back as early as 1947, with the regional Divisions of the new British Railways reinstating the scheme in 1952. They

continued until the early 1960s but by then British holiday habits were changing, with the growth of caravanning, vacations abroad and a very increased car ownership, and, by 1964, many of the branches and country lines which had been used as camp coach sites were closing in the wake of the Beeching cuts.

British Rail retained a site, The Brunel Camp Coach Park, at Dawlish Warren in Devon for staff use for many years, which still exists for public hiring, although you simply could not revive the idea on a national level today, with a lack of rural stations possessing the necessary attributes of track space away from active lines, water supply, toilet facilities and, crucially, attendant railway staff. Even so, some private schemes do still exist, although the on-board facilities are rather more lavish than those of the 1930s. Interested readers should check out facilities such as those offered by The Tamar Belle at Beer Ferrers in Devon, the Ravenglass & Eskdale Railway in Cumbria, the North York Moors Railway at Goathland and The Old Station at Heacham. There is a superb cine film preserved on YouTube including a delightful record of a 1950s camp coach stay at Gara Bridge on the Kingsbridge line in Devon, one of the most popular of all Camp Coach locations both in the 1930s and 1950s.

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