

# The 'Lockdown' Daily Challenge

## Challenge Images No 1 — Numbers 1 to 15

To keep us all going (or amused!) during the Lockdown period, our photo archivist Dave Richardson provided a selection of photographs from the CRA collection which would then be posted daily onto the Chatline and the CRA's Facebook for members to comment on. Ken Harper posted the images onto the Chatline whilst Graham Worsnop uploaded them onto Facebook. The response was fantastic and whilst some photos were identified easily, others proved to be a real challenge. As you read through the summary of each Daily Challenge, it is clear that the CRA membership has a wealth of knowledge and information, which not only kept everyone interested, but provided more information on the photographs that were posted. Finally, Graham Worsnop kept everyone looking at the Chatline each morning with the answer to the previous posting, which in some cases, prompted more information. Our thanks also to Bob Mitchell and David Hunter for assembling the digest of the comments made



### Daily Challenge Number 1

The first challenge was of an engineering train hauled by a 2-6-0 loco in 1964. Responses came in quickly, with **Noel Machell** commenting that it was loco No 43025 which moved to Workington shed in January 1957 remaining there until its withdrawal in 1965. **Les Gilpin** thought that the gang were collecting redundant assets following trackwork, adding that there were old point work components on the front wagon. **Peter Holmes** suggested that it was the WCER 'new' line, looking south-west from the bridge on High Street at Cleator Moor. Looking at his 1960s edition of the 1:2500 OS plan there was a question over the pit heaps on the right in the distance; however, the map shows a tip in the area which matches the photo. The larger structure is the end-on view of a ridge-shaped tip, with a lower tip in front.

**Graham Worsnop** confirmed that the photo was an Ainely image (AIN078), but the details given were 'near Moor Row', of ex-LMS 4MT 2-6-0 No 43025 on an engineer's train, dated 1964. However, from the answers we had, the collective answer on the location was that the photo was taken in the Cleator Moor area on the Crossfield branch looking south west from High Street.

was carrying. John thought the shed plate looked like 8A (Edge Hill) advising that the loco arrived there in April or May 1964 and was then allocated to Speke Junction (8C) in early March 1965. Some more detective work was undertaken by John, who thought that the leaves on the trees meant it couldn't have been taken in 1965 before the loco transferred to Speke, unless Speke had left the Edge Hill plates in place, so the photo may have been taken in 1964, as the loco was withdrawn from traffic on 24th July 1965. Also the angle of the sun and the leaves on the trees suggests more of an evening shot taken in the middle months of the year.

There was a general consensus that the train seems to be at a stand and had possibly taken on water. **Ron Herbert** had the Freight WTT (7th September 1964 to 13th June 1965) which showed a number of possible trains, one of which was 5F00 14-00 MSX Carlisle Yard to Ravenhead Junction (St Helens) due to pass Penrith at 14-55 and was formed of empty vanfits for Ravenhead Glass.

The working of the train wasn't identified, but **Ken Harper** confirmed that the photo was an Ainely image (AIN096) of ex-LMS 8F 2-8-0 No 48189 on an Up Goods at Penrith station dated 1965.

### Daily Challenge Number 2 — "This time, the photo is from 1965 of an Up Goods"

**Les Gilpin** and **John Pickup** were first to confirm the location as Penrith, but Les wondered what the train was and what it



### Daily Challenge Number 3 – “1963 this time, do holidays beckon?

Several members confirmed that the location was Windermere and the loco was a Jubilee waiting to depart south. However, **Tony Jenkinson** confirmed all the details we needed, stating “I can tell you the locomotive is Carnforth’s number 45592 *Indore* and that the train behind it comprised an ex-LMS bogie brake van and several unfitted 16-ton mineral wagons, and the CRA reference is AIN 364!” Tony believed that the goods train conveyed the BG which had arrived at Windermere on the morning ‘Mail train’ — overnight from London. The van conveying the mail on the 20-30 to London arrived in Windermere on the ‘2-19’ (06-45 London to Windermere).

**Graham Worsnop** advised that the photo was by Ainley (AIN364) taken at Windermere station of a ¾ view of loco ex-LMS 6P Jubilee 4-6-0 No 45592 and signal box ahead, dated 1963.



### Daily Challenge Number 4 – “Back to 1946 and a NER train ventures onto LMS metals”

Howard Quayle was first to guess the location as Penrith, with No 1 signal box behind the train, which was taking the Eden Valley line into the station’s bay platform. Howard also mentioned that loco, 5028, would have been allocated to 51H (Kirkby Stephen) at the time the photo was taken.

However, it was the wagon behind the loco and what it was carrying which provoked the majority of the discussion. It appeared that there was a horse in the cattle truck, as a glimpse of white on the left hand side of the vehicle can be seen, which on closer inspection looks as if it is tethered to a hook on the inside wall. **Keith Fenwick** advised that the coach was a Brake Third built between 1895 and 1906. **Andrew Naylor** questioned whether racehorses would travel in horse boxes rather than a cattle truck, but Howard remembered reading somewhere that whilst there were purpose-built horseboxes, which were used for racehorse transportation, cattle wagons

could also be used if the normal type of vehicle wasn’t available. **Ken Harper** added that valuable horses, prize bulls etc. were usually carried in proper horse boxes provided with passenger accommodation for the grooms/farmers and capable of being conveyed on passenger trains. They would have steam heating fitted but this does look like a freight vehicle and in the month of May it wouldn’t matter about heating, also back in 1946 it could have carried farm animals over quite short distances.

**Graham Worsnop** confirmed that the photo was a Harold D Bowtell image (BO0020a) taken at Penrith of a NER J21 0-6-0 5028 on a passenger train from Kirkby Stephen approaching Penrith No1 signal box on 15th May 1946. **Ken Harper** added that the train was about to take the points from the Down Main on to the Eden Valley line to No 2 signal box and then probably into the Keswick Bay to detrain, then run round before the ECS is shunted into the Eden Valley Bay for departure back to Kirkby Stephen/Darlington at departure time.

### Daily Challenge Number 5 – “And forward to 1981, not a location that many would get to.”

**John Pickup** and **Derrick Codling** guessed the location as Upperby Carriage Sheds, however, there were a few giveaway clues such as the ‘CU’ prefix on the overhead line masts, the Border TV building in the background and on the far right of the photo is the A6 London Road bridge over the River Petteril.

**Ken Harper** recalls spending a few hours in the shunter’s cabin, which was a “real den of iniquity” with smoking, gambling, dirty magazines etc! He also recalled attending to a few derailments on the ‘king’ points (behind the photographer) which either trapped all the empty coaching stocks on the shed or prevented them from getting on! Ken did advise that the high building in the distance, the former home of BBC Radio Carlisle/Cumbria, was the site of the Upperby Barracks where ‘foreign’ train crews lodged between turns of duty.

**David Hunter** provided a photo taken in May 2019, which was taken in virtually the same location, which showed only some overhead line equipment, an ‘Electric trains stop’ board and the old Border TV building in the background being left. The shunters cabin still remains, as does the front wall of the carriage shed as the overhead wires are anchored to it, everything else has gone. **Ken Harper** thought that the stop board was still in the same position and how 38 years makes a great difference.

**Graham Worsnop** confirmed that the photo was another Harold D Bowtell image, BO0029 taken at Carlisle Upperby of a AC loco 86216 at entrance to carriage sidings, ready to take the stock out to the station of the 08-40 departure to Euston, dated 1st January 1981.

**Daily Challenge Number 6 – “Were you on this train in 1960?”**

**David Hunter** was first to respond to say that he wasn't on it, as it was long before he was born (and not even a twinkle in his parent's eye!). He did suggest that the photo was taken at Glasson Dock. **Derrick Codling** wasn't on the train either as he was working, but did see the train. **Ron Herbert** was on it, confirming that the train was W512 “Northern Fells Railtour” operated by Stephenson Locomotive Society/Manchester Locomotive Society, which had originated from Manchester Victoria running via Preston, Lancaster Castle to Morecambe Promenade (via Glasson Dock), then Lancaster Castle, Green Ayre, Clapham Junction, Ingleton, Low Gill, Penrith, Kirkby Stephen East, Tebay, Sandside, Ulverston Lakeside and Morecambe. Ron recalls it was a great day out especially going up Shap behind Stanier 2-6-0 No 42952 tender-first at some speed. Due to issues with the turntable at Kirkby Stephen East, the loco couldn't be turned so it ran tender first from Kirkby Stephen East to Ulverston. **Noel Machell** thought the reason the loco couldn't be turned was due to clearance problems.

**Graham Worsnop** advised that the photo was a Harold D Bowtell image (BO0032) taken at Glasson Dock station of ex-LMS 5MT 2-6-0 42952 tender first, on a SLS/MLS railtour ready to return to Lancaster on 29th May 1960.

**Daily Challenge Number 7 – “And from entertainment to sheer grunt in 1967. Must be one of the last steam hauled services”**

**David Hunter** and **John Pickup** suggested it could be Settle station looking north from the steps of the signal box. John added that the loco was a 9F working a down freight, possibly one which had originated from either Manchester or Leeds and formed of interesting wagons, such as Conflat L's with containers (possibly for lime) and a couple of Palbricks.

**Derrick Codling** added that this was a typical Midland station with no facing points in the normal direction of travel, therefore if a train needed to be passed it had to draw



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forward and set slowly back, which took ages. The lime containers would be for ICI, and thought that they would perhaps be detached at Horton. Clerical work for any loads for ICI was done at Settle as they had an office somewhere on the main road. **Tony Jenkinson** thought that the picture looked more like an ‘express goods’, adding that there were plenty of pictures and videos of that type of train worked by steam power heading to and from Carlisle via ‘The Midland’ and Shap routes in 1967.

**Tony** thought that the wagons in the down siding may be awaiting motive power after the engine was removed due to late running or failure (or due to congestion on the S&C due to extra traffic diverted of the WCML because of engineering work?

**Graham Worsnop** advised that the photo was another taken by Harold D Bowtell image (BO0179) taken at Settle station of a BR 9F 2-10-0 as it heads away with a down goods into the station on 3rd June 1967.



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**Daily Challenge Number 8 – “Around 1960 and expresses still thunder past here.”**

**Noel Machell** suggested that the date of the photo would be later, perhaps between May 1964 and March 1965 as the loco (42680) was allocated to Carnforth during this period. Noel added that the photo appears to have been taken in the morning during the summer months based on the lighting conditions and was of a northbound train, possibly a Manchester/Liverpool to Glasgow/Edinburgh service at Grayrigg.

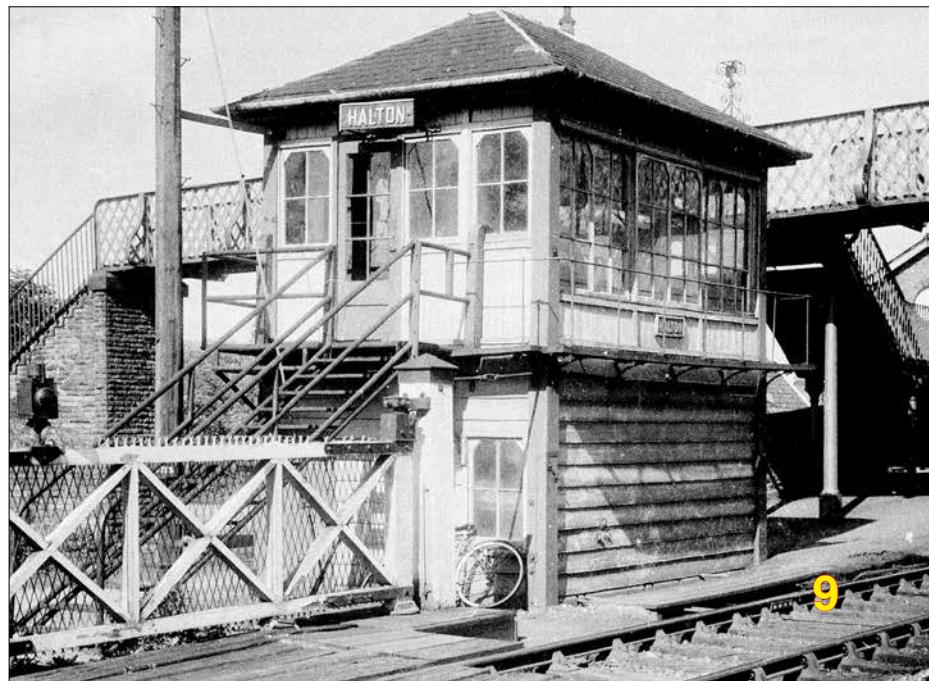
**Tony Jenkinson** was able to confirm a lot of the detail in the photo as he had a copy of an image which showed the locos as being No 42680 and No 70006 *Robert Burns* at Grayrigg, but more importantly confirmed that the date was 30th August 1964. Tony wondered whether the train was the Sunday morning Manchester & Liverpool to Scotland service. **Keith Fenwick** confirmed that the Sunday train was the 9-30am from Manchester and 9-40am from Liverpool to Edinburgh and Glasgow. It called at Lancaster (11-15) and Penrith (12-57). Keith said that this was the first train of the day after the overnight sleeper, with the next train being the 11-10 from Birmingham to Glasgow and Edinburgh, due Carlisle at 4-10pm and the normal formation of these services would have



been MKI coaches. Tony Jenkinson drew attention to another CRA picture (reference BO0414) taken at Grayrigg on 12th July 1964 of engines 42449 and 45512 working what may have been the same service. John S Whiteley photographed 42449 and 45512 on that day (12th July) and describes the working as the 09-30hrs Manchester to Glasgow and Edinburgh, the train looks to be perhaps 12 coaches, the front 6 are ex-LMS 'Period 3' or

BR built 'Porthole' equivalents.

**Graham Worsnop** advised that the photo was taken by Harold D Bowtell (BO0413) taken at Grayrigg station of ex-ex-LMS 2-6-4T No 42660 (which we now know to be 42680) and BR 7MT Britannia 4-6-2 passing the station on a down passenger train circa 1960, which we had confirmed as being 30th August 1964.



**Daily Challenge Number 9 – “The 1950s location is clear!”**

**John Pickup** thought that the box looked to be a Midland Type 2a box, probably constructed between 1884 and 1893, however he noted that the door, which had windows three panes deep, would seem to be a later replacement.

**Derrick Codling** shared a photo taken on 3rd June 1963 of a poster which was displayed on the Up Platform at Halton station showing Coventry Cathedral which was produced by the London Midland Railway. **Howard Quayle** added that the poster referred to the 'Re-Birth' of the Cathedral as it had only been re-consecrated twelve months previously, adding that a number of special trains from

all over the North West appeared to have been organised to visit the Coventry, so the poster would have been one way to stimulate visits to the Midlands.

**Noel Machell** posted a photo which showing ex-LMS 8F No 48067 passing over the level crossing at Halton on a goods train, which also showed a notice board displaying the Charges for the Toll to cross the bridge over the River Lune into Halton village, these included the prices for a Cycle at 1D, Motor Cycle 2D, Foot Passengers 1D, Riding Horses 1D, Cattle per (Score) 3D, Pigs, Calves or Sheep 1D Horse Drawn Cart 1D, Motor Car or Horse Drawn Carriage 3D. Howard Quayle added that the bridge across the River Lune was rebuilt after 1911 using recycled parts from



The photograph of the poster, taken on 3rd June 1963, heralding 'The Rebirth of Coventry Cathedral' which had taken place a year earlier, on 25th May 1962.

Photo: Derrick Codling

the Greyhound bridge across the river at Lancaster, and data available shows the 'new' bridge opening in 1913.

**Graham Worsnop** confirmed that the photo was taken by Les Brough (BRO059) of Halton box and part of the crossing and footbridge, taken in the 1950s.



**Daily Challenge Number 10 – “Again, were you on this 1966 railtour? Sadly, no sign of trains here anytime soon.”**

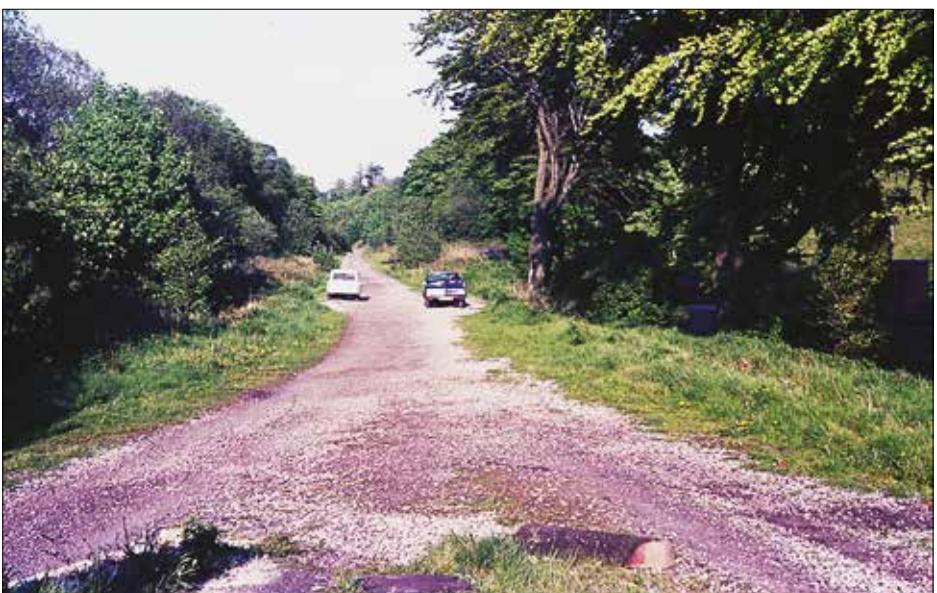
**Howard Quayle** confirmed that the train was the ‘Lakes & Fells Railtour’ which ran on 2nd April 1966, operated by SLS/MLS and included a variety of locos on the train throughout the day. The train started the day with ex-LMS Jubilee No 45596 *Bahamas* working the train from Manchester Exchange (departing 09-14) via Bamber Bridge, Blackburn to Hellifield, where 4472 ‘Flying Scotsman’ took over and worked the train north over the Settle & Carlisle and back to Penrith. Locos ex-LMS 2MT 2-6-0 Nos 46458 and 46426 then worked the train to Arnside via Workington Main, Corkickle, Moor Row, Sellafield, and Barrow Avoiding line to Arnside, where 4472 worked the train again, taking it via Wennington to Hellifield. The final leg back to Manchester Victoria was worked by 45596 which took the train back along the same routing as the outbound leg, but terminated 138 minutes late at 00-09hrs.

A number of people were out to get photographs of the train, including **Ron Herbert** who had worked an early shift before heading to Carnforth MPD to photograph 4472 as it was being prepared to work 1T90 from Arnside to Hellifield. Ron recalled that there was snow on the ground which was really good for photographs and took some of other locos which were on shed, including Stanier Class 5s 45054, 45227 and 45431. After going home to have his tea, Ron returned by road to Arnside to await the arrival of 1T90 and get some photographs of the engine change. However, on arrival Ray Dobson a relief station master, who was covering at Arnside, told Ron that the train was running extremely late. Ron did manage to take a number of photographs of 4472 in the late evening sun just before it turned dark and then returned home. Ron recalled that the train was late at this point in the journey, finally arriving at Arnside at 8-35pm instead of its booked time of 6-30pm!

**Graham Worsnop** confirmed that the photo was taken by Edwin Cowper (COWP034C) near Penruddock of ex-LMS 2MT 2-6-0s 46426+46458 on a SLS/MLS Lakes & Fells railtour special on 2nd April 1966. However, Graham added that the photo was actually taken at Redhills, near Penrith and that **Ken Harper** had just handed the key token over at Penrith No 1 box to the fireman of the train engine, 46426, which would be for the last steam hauled train over the full length of the CKPR. **Ken Harper** added that the train was just approaching the site of the underbridge for the NER loop. The road bridge it is crossing is Mile Lane which it is still possible to recognise the remains of. Ken also pointed out that in the distance, to the right under the left hand side buffer of 46458, was the old rail over road bridge (WCML) for, what Ken thinks was the A593 prior to its demolition in 1967 to enable the A66 dual carriageway to be built.



**The level crossing at Halton showing the list of toll charges on the line side board**  
Photo: Noel Machell



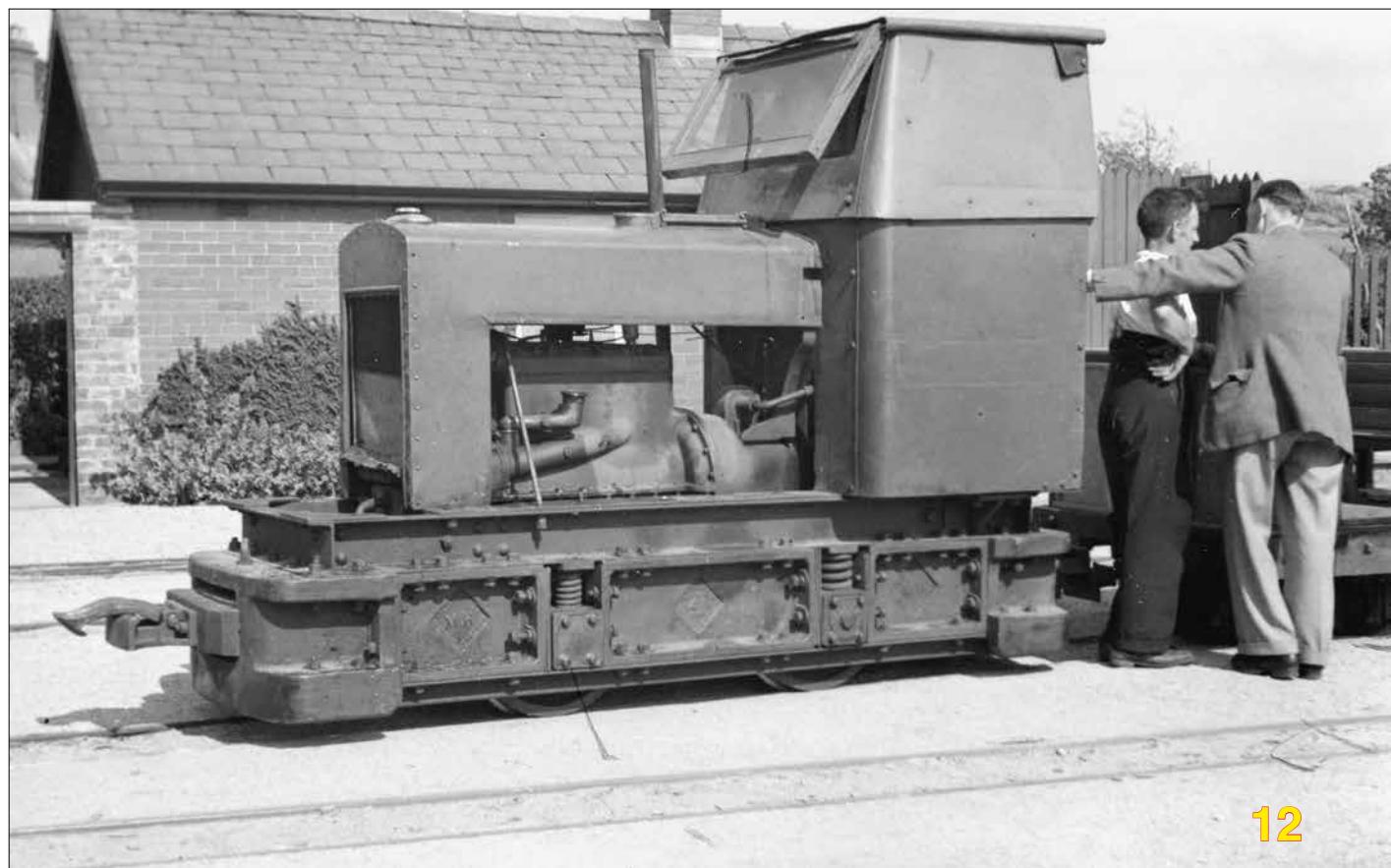
**The remains of the track bed as seen from the end of the Up platform at Halton station, looking towards Wennington Junction. The level crossing seen above is behind the photographer at the Green Ayre end of the station.**  
Photo: Ron Herbert

**Daily Challenge Number 11 – “1951. A line not noted for having the most modern stock – nothing new here, then!”**

**Howard Quayle** noticed that the loco looked like it had recently been renumbered based on the cleanliness of the numerals and the faded LMS letters on the tender, and wondered whether the photo was taken in the Workington area.

**Allan Beck** advised that the loco was standing in the bay line next to Platform Number 1 at Workington Main Station and the water (parachute) tank was situated next to the Down Main line, which post-1973 became the Up Main. The chimney in the background belonged to the Gas Works at Marshside. Allan confirmed that the loco No 58396 was allocated to Workington MPD until 1951 and transferred to Wigan in December 1951, then in July 1952 it was withdrawn from that shed.

**Graham Worsnop** confirmed that the photo was by Dendy (DEN048) taken at Workington Main Station in April 1951.



**Daily Challenge Number 12 – “1951 again, but this may not be what you think it is. Very rare photograph.”**

**Peter Holmes** suggested that the photo was one of the Ravenglass & Eskdale Railway's Muir-Hill Fordsons. Having looked more closely at the photo, Peter noted that it showed works number 41 which was cast into the central 'diamond' of the frame and indicated that this was the third loco. Peter also noted that it was fitted with a similar cab to the one which was QUARRYMAN for a long time. Peter continued to say that the first Muir-Hill loco at Ravenglass was No 2 of 1926, which was

known as QUARRYMAN and still survives. The second was Muir-Hill 39A of 1929 which survives in a heavily rebuilt state as PERKINS. The third was Muir-Hill 41 of 1929, which was in a dismantled state by 1953 and the Preservation Society inherited its chassis which was stored in the old workshop at Murthwaite. It was scrapped in about January 1972 but believed its wheels were used in the conversion of *BONNIE DUNDEE* from 2ft to 15in gauge.

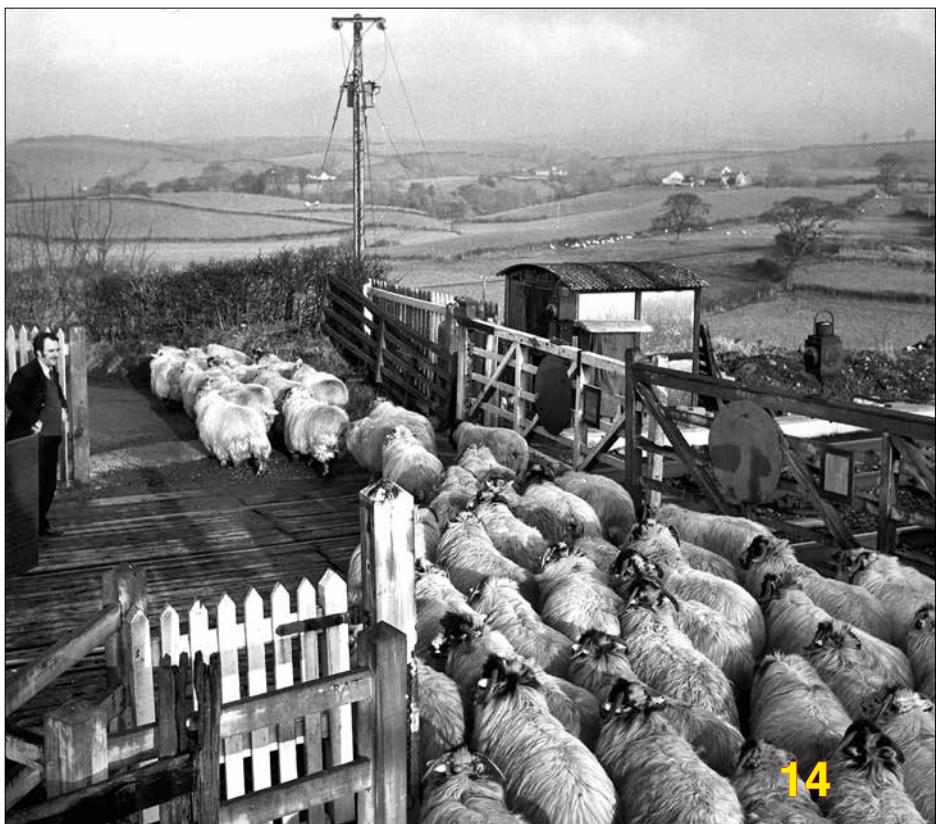
**Graham Worsnop** advised that the image was from the Dendy collection (DEN116) at Ravenglass of RER 0-4-0P No 41 taken on 23rd June 1951.



**Daily Challenge Number 13 – “1953 and the lane remains, even if the track no longer does.”**

**Howard Quayle** suggested that the photo was taken at Copperas Hill Junction on the Lowca Light Railway. **Graham Worsnop** noticed a question posted on Facebook which asked why the second and third vehicles were marked ‘Moresby’ and wondered whether it was a case of the Workington Iron & Steel Company using whatever wagons they had on hand, rather than being attached to a particular pit. Another question was around Walkmill Pit and whether the Iron & Steel Corporation got their coal from Walkmill Pit in its own wagons rather than BR wagons. **Peter Holmes** confirmed that Walkmill did produce coking coal and there were coke ovens at the colliery until they were replaced by the new coking plant at Workington in 1936. Peter wasn’t sure if Walkmill had a washer. He was also doubtful if WIS/USC would get coal direct from Walkmill Pit in its own wagons, which would have involved them travelling over the former C&WJR. There was a possibility that the ‘Moresby’ wagons in the photo were internal-use vehicles from Walkmill, transferred to Harrington after Walkmill closed in 1961. However, the photo was taken in 1953, which ruled out the latter part of Peter’s thought.

**Graham Worsnop** confirmed that the photo was indeed taken on Copperas Hill of a WISCo 0-6-0ST descending the bank with USE and Moresby internal traffic mineral hoppers, taken by Dendy (DEN152) looking north on 20th March 1953.



**Daily Challenge Number 14 – “Not the normal stock to cross here in 1971.”**

Several members guessed the location as Lambrigg Crossing, which sits on the WCML between Oxenholme and Grayrigg. The scene of the Pendolino derailment in 2007 and also an earlier incident in 1947, when a Glasgow to Euston train ran past Lambrigg’s Up Home signal at Danger, which was protecting Single Line Working which was in place. Unfortunately, a banking loco was standing on the Up Main on Docker viaduct, which was there to assist trains crossing back through the road. This loco was hit

by the express service which derailed both locos on Docker Viaduct. Going back to the crossing at Lambrigg, **Ken Harper** advised that Carlisle PSB took over the area which saw Grayrigg signal box close and Lambrigg reduced to a manned Level Crossing. **Mike Norris** confirmed the alterations as part of Carlisle PSB Stage 6 works took place between 22-00 Saturday 28th until 17-45 on Sunday 29th April 1973, when Oxenholme No 2 became the temporary fringe until Stage 7 and 8 works. Mike also advised that a later notice for Lambrigg was published for Sunday 17th April 1977 stating “The

level crossing will be closed and attendance withdrawn. The structure will be retained as an emergency ground frame controlling the emergency facing and trailing connections, a telephone giving communication with Carlisle box will be provided”. However, the Signal Box Record Car reports the closure of the crossing as 28th February 1977!

**Graham Worsnop** confirmed that the image was one of Percy Duff’s (DUF002) of Lambrigg Crossing taken on 10th December 1971 showing sheep crossing the line with gates held open to the road by signalman Tec Parry.



**Daily Challenge Number 15 – “Or is this one of the last steam workings in 1968?”**

**Tony Jenkinson** was first to respond (in the very early hours of the morning), identifying the location as passing Castle Grove in Kendal. Tony believed that the photo was taken in July 1968 with the loco possibly being ex-LMS 5MT 4-6-0 No 44871.

Those members who woke up at a more leisurely time of the day, felt that there were too few leaves on the trees for July and that there was possibly frost on the sleeper ends, but agreed with Tony that it was Castle Grove in Kendal and looking

towards Oxenholme. **Keith Fenwick** also noted that there was a signal wire which could be for a distant signal. Having had some sleep, Tony attached a 1939/1945 map of the location, which showed the trees in the land between the railway and Castle Grove as it curves away from the railway. The railway ‘hut’ at the line side is also shown on the map, as are the high voltage overhead electric cables.

**Graham Worsnop** confirmed that the image was one of Percy Duff's (DUF087C) taken at Kendal of ex-LMS 5MT 4-6-0 45289 on an Up Goods heading past Castle Crescent in May 1968.

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**Castle Grove Map (Tony Jenkinson)**

