

The 'Lockdown' Challenge

Challenge Images No. 10 — Numbers 121 to 131

As the lockdown and restrictions continued so did the 'Challenge' series. From July 2020, the Challenges went from a daily posting to a new photograph twice a week. Ken Harper and Graham Worsnop provided a selection of photographs from the CRA collection which would then be posted onto the Chatline and the CRA's Facebook page for members to comment on. Ken Harper posted the images onto the Chatline whilst Graham Worsnop uploaded them onto Facebook each Sunday and Wednesday. The response has remained fantastic as more of the CRA photograph collection has been shared, and the knowledge, technical information and memories have kept everyone interested and provided a wealth of additional information for the CRA to capture. If you can add any more information to the Challenges, please share it on the Chatline. Graham Worsnop has provided the answers to each Challenge on the day of the next posting, which in some cases, prompted more information. Bob Mitchell has been collating the responses for the archives, whilst David Hunter has been writing up the Challenge responses into summaries for everyone to read. Finally, Allan Jones has turned these summaries into the finished document you see before you.



Challenge No. 121

"Keeping the wheels of British industry turning."

Howard Quayle noted that the 4F was from Workington and the photo was probably taken pre-1955 when the shedcode changed from 12D to 12C. Howard commented on the new council house development in the background which would confirm the mid-1950s date. **Allan Beck** was able to fill in some detail about the loco, No.44549, which was transferred from Moor Row MPD to Workington MPD in August 1950 and

remained there until its withdrawal in May 1964. The location of the photograph was approaching Aspatria station on the Down Main. The three-arched bridge in the background carried a lane over the railway. The council estate in the background is called Noble Croft and there was another bridge around the corner, out of sight, which carried Harriston Road over the railway. The signal in the photo is Aspatria's No.13 Up Starter. **Ken Harper** reminded us that when Carlisle PSB was commissioned in 1973 the line descriptions changed such that No.13 signal became the Down Starter

and the train shown is on the Up line.

Graham Worsnop advised that the photo was taken by Pearsall (PEG287) of LMS 4F 0-6-0 No. 44549 on the 2-0pm Carlisle to Workington goods, north of Aspatria station on 9th September 1954.

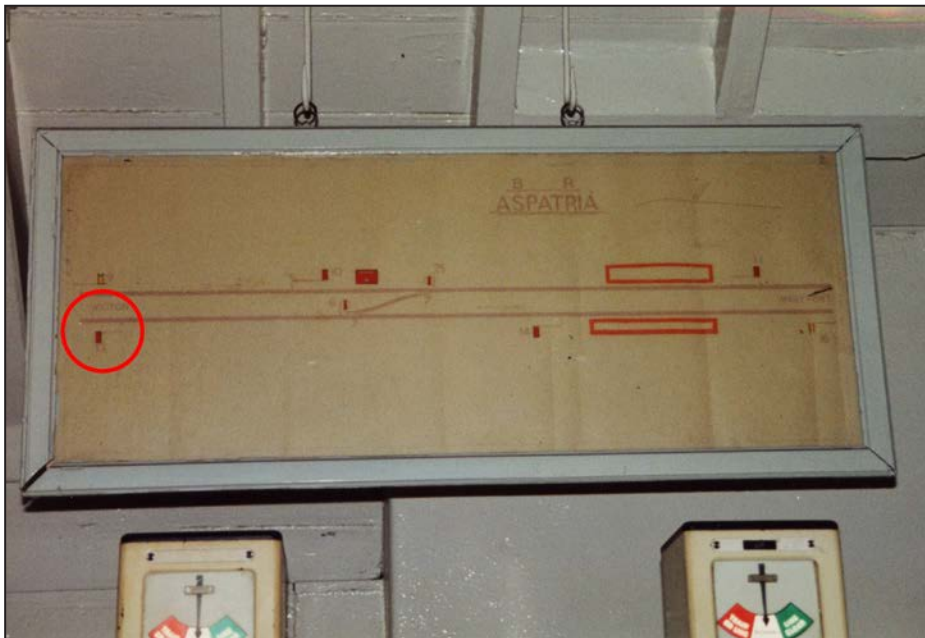


Photo of the signal diagram in Aspatria box showing No.13 signal - taken on 21st October 1993. The box came under Regional Railways North West on 6th April 1992 and became 'open as required' from 4th April 1993. Ron Herbert.

Challenge No. 122

"A fair load for a small diesel heading for a hill."

Derrick Codling noted that we could just about see those "miniature Eiffel towers connected by long strings of wires" and smaller versions would be in use over the top of the train if the photo had been taken yesterday. Derrick also added that the train was probably on a long slog over the hill from the relatively new yard.

A Facebook posting suggested that the location was at Springfield between Gretna Junction and Quintinshill, with **David Gibson** confirming the location, adding that the alignment of the road had changed, as the corner seen in the photo now formed a junction with the section of new road which by-passes the village of Springfield.

Keith Fenwick thought that had the train carried on it would have needed banking up Beattock.

Graham Worsnop advised that the photo was taken by Pearsall (PEI451) of a BR Class 20 on a Down goods north of Gretna Junction on 10th July 1966. The photo record has the loco as D8157, but **Peter Rigby** noted that this loco had a centre headcode box, whereas the one in the photo had discs.



Challenge No. 123

"The theme could be black."

Guy Wilson and **Tony Jenkinson** identified the location as being just south of Haverigg Crossing heading towards Millom. Guy added that the small building above the tender was always known as Langthwaite Smithy and the hills behind the train are called Laca.

Guy also commented on the striking load carried on the train, adding that it was virtually everything a young Hornby railway owner could wish for! The unusual brake van at the front of the train could indicate a very heavy load or one which required observation during the journey. **Les Gilpin** noticed the multi-axle wagon behind the

brake van would be used for carrying heavy loads with bolsters on both sides and wondered whether the load on this train was a gun enroute to Barrow shipyard. **Howard Quayle** found the consist of the train a bit difficult to identify, apart from the gun-turret / armament and the rails on the fourth wagon, which probably originated at Workington. Behind the bolster, there appear to be nine wooden wagons (possibly empties) as there was nothing visible above the top planks, adding that there was more cargo towards the rear of the train, but identification was difficult.

Derrick Codling also noticed a peculiar load near the rear of the train on a long low bogie wagon.

Howard Quayle had a copy of the 1959-1960 Freight WTT which showed a 1.25pm Workington to Carnforth F&M Junction working that called at Millom 3.58pm – 5.5pm. The train then got banked from Askam to Park South, had a crew change at Barrow (possibly the station), and then ran non-stop to Carnforth F&M. Howard also noted that the train didn't call at Barrow Yard, so was puzzled how the gun-turret got to Barrow shipyard, if that

what was being carried on the wagon.

Guy Wilson also noted that the level crossing gates had already been closed behind the train, which seemed very quick considering that the train had only just passed the crossing. Guy wondered whether the train was being examined, as upon magnification of the image, there appeared to be something white on the trackside which he thought might have been the guard securing a loose sheet or inspecting a hot axlebox.

A few members attended Millom school and recall seeing the train. **Guy Wilson** would see the train on his way home, as it was often stood in the siding nearest the cricket field at Millom, and he added that a Black Five was unusual traction for the train, as it would normally be worked by a Stanier, Hughes or Ivatt 2-6-0. **Mike Powell**, who also went to Millom School between 1962 and 1964 and would travel

by train to and from Seascale, recalled that the train would slowly run through the station and then reverse into the Up siding, with that evocative sound no longer heard from a loose-coupled goods train. Mike remembers that the train was often worked by a Jubilee and wondered whether the locomotive was returning south after working the overnight sleeper train from Euston. **Tony Jenkinson** also went to Millom school, but just on one Saturday in 1969 to play rugby (15 a side for The Lakes School), and, although the away team got 'hammered', Tony recalls that a good feed was provided afterwards.

Graham Worsnop advised that the photo was taken by Pearsall (PEJ156) of LMS 5MT 4-6-0 No. 45427 whilst working the 1.25pm Workington to Carnforth goods on 4th July 1955. The loco, a Black Five, is in front of Black Coombe (hence the posting caption) and the strange load being carried

on the second wagon is a 100-ton casting from Distinguon Engineering Company.

Challenge No. 124

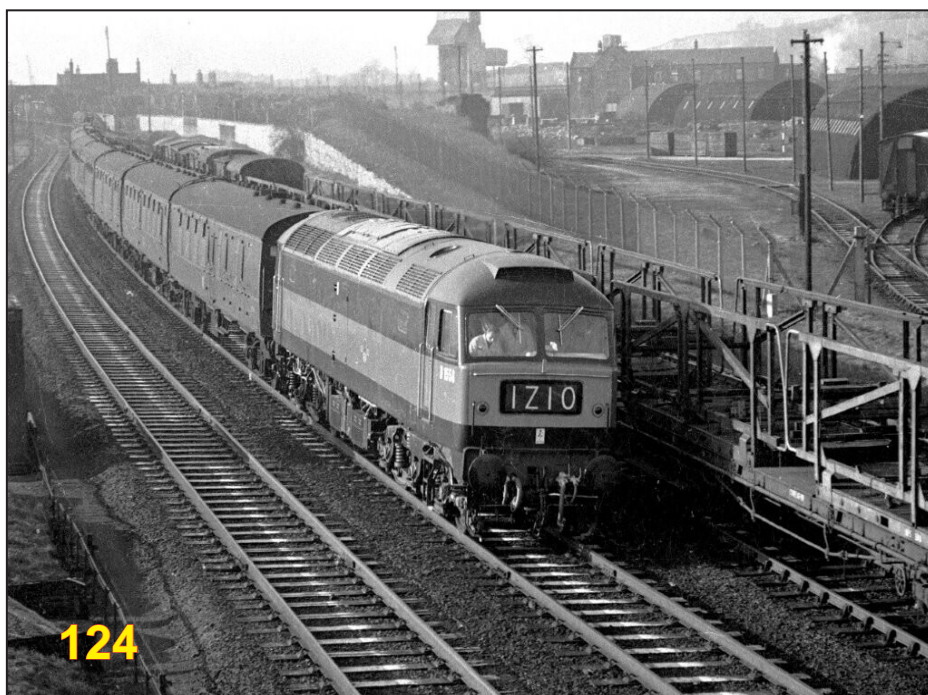
"The start of a long career."

The photo location resonated with both **Tony Jenkinson** and **Derrick Codling**. Tony commented that, although he hasn't much hair, he gets it cut in the building on the bridge in the background, and Derrick recalls working at the station and going to the Post Office on the bridge up to four times a year to exchange used stamped National Insurance cards.

It was the train in the loop which generated the most interest. **Les Gilpin** noticed that the bogie bolster wagons had been adapted and wondered whether they were forerunners of the long Continuous Welded Rail wagons. **Derrick Codling** recalled that they were used to carry road vehicle bodies. **Ken Harper** thought the wagons were similar to the bogie flats mounted with 'stills' to carry double deck loads of Hillman Imp bodies from the Coventry area to the assembly plant at Linwood in Scotland. Other parts came from the Midlands and were conveyed in Rootes blue containers on block trains. **Howard Quayle** wondered whether the date of the photo was around 1963 when the Hillman Imp went into full production. **Peter Smith** recalled that the Up working of the Rootes containers (4M41 1030 Linwood-Gosford Green) was actually one of the first trains to be electrically hauled in advance of the May 1974 timetable. He believed that it was more or less straight after the OHLE was energised in February (1974), and was presumably to help with driver training. He recalled that the train would be hauled by a pair of electric locos and he would look out for it passing through Lancaster around 1500hrs.

Tony Jenkinson noticed that the test train was formed of BR MKI coaches with the first vehicle appearing to be fitted with Commonwealth bogies, whereas older test trains had been made up of Stanier style coaching stock. **Ken Harper** advised that 1Z10 was the Crewe to Penrith test train which saw the Type 4s built at Crewe undertake a test run north. Ken recalls seeing D1551 on 25th January 1964 followed by D1556 on Monday 27th, D1557 on Saturday 8th February and D1561 on Tuesday 18th February. Some locos would undertake two or three trips to ensure they were ready for acceptance. The reporting number became 1Z49 in later years.

Graham Worsnop advised that the photo was by John Brough (BRO501) and was taken just north of Carnforth with BR Class 47 D1558 working a Down test train, 1Z10 in the 1960s. From the various discussions on the Challenge, we now know that the test train was a Crewe to Penrith working and from the build date of the loco, the photo was probably taken in mid-February 1964.



D1554 in the process of running round the Crewe test train at Penrith in either January or February 1964. The photo was taken from Penrith No.3 Signalbox. Ken Harper Collection.

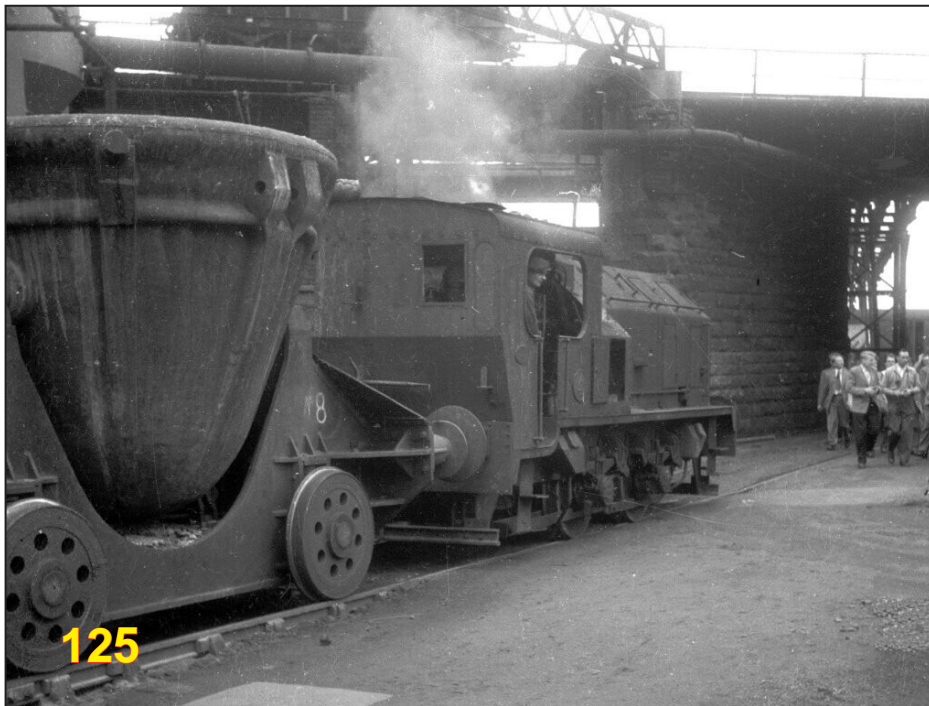
Challenge No. 125

"Even hot iron waits for men going home."

Steve Leece identified the location as Millom Iron Works, as they had four of these Sentinels delivered in 1955 and 1956. **Peter Holmes** confirmed that the loco was Sentinel No.4 with a slag ladle, adding that the Works had two types of ladle wagon 'Dewhirst' and 'Appleby', which the one in the photo was the latter. Peter added that the elevated railway led onto the raw material storage hoppers.

Derrick Codling wondered whether the men in the photo were management on the middle turn perhaps going for their lunch. **Howard Quayle** confirmed that the date of the photo was Sunday 27th August 1961 during a SLS/MLS outing, the 'Furness Railtour'. **Ron Herbert** confirmed he was on the tour and he, like the others, was wearing his best suit, as it was a Sunday. **Peter Holmes** detected a certain air of 'hurry' in the group of visitors. Ron confirmed that the tour made an unscheduled stop on the return from the Hodbarrow branch and time was somewhat limited, but it did enable people to take photos of the locos around the works.

Graham Worsnop confirmed that the photo was taken by John Brough (BRO281) at Millom Ironworks of Sentinel No.4 with a slag ladle, dated 27th August 1961.



Challenge No. 126

"We nearly hit the 21st century."

Tony Jenkinson confirmed that the photo had been taken from the North Signalbox in the former county town and wondered whether the engineering trains were part of the track laying blockades which were undertaken by Railtrack in 2000.

However, it was the DMU stabled in the sidings which caused the most interest. Tony noted that it was a class 114 DMU, but wasn't sure what it was doing stabled there. **Howard Quayle's** research found that the unit was made up of vehicles TDB977775 & TDB977776 which were used as an Automatic Train Protection (ATP) test unit, but, after 1996 was allocated to route learning and inspection duties based at Bescot. **Dale Howcroft** advised that the unit was at Appleby for route learning duties, as several drivers had come from various depots around the country who had volunteered to 'lodge' and work some of the many engineering trains during the blockades, adding that the unit had failed and spent most of the time parked up in the sidings as a failure. **David Hunter** confirmed that it had failed with a seized gear-box.

Graham Worsnop advised that the photo was taken by David Hunter (SAC381) from the steps of Appleby North signalbox of Class 66 loco No. 66160 which was stood on the Up Main at Appleby with 6L87 11.00 Carlisle Yard – Kirkby Stephen, whilst 66118 departs north with 6L80 12.00 Appleby – Carlisle Yard which was loaded with 60-foot track panels lifted from the Down Main at Kirkby Stephen station



worksite during a S&C blockade. The DMU in the sidings had failed with a defective gearbox and had been used to route learn EWS drivers brought in from other depots to work numerous possession trains. Photo dated 11th November 1999.

David Hunter added that this was the first of many blockades which saw significant works on the Settle & Carlisle line which included deep digs, replacement of wooden sleepers with steel ones, replacing the 60ft rails with CWR and other works along the route. The main reason for the blockades was the rapid deterioration of the track condition following the increase in coal traffic between Scotland and power stations in England. There was also the Dent Head derailment and the line became riddled with Speed Restrictions, especially on the Up. The situation with the speed restrictions got so bad, that a 30mph TSR was imposed for freight trains on the Up line between Lazonby and Settle Junction to reduce the impact loaded coal trains were having.

This particular blockade was four -weeks long, starting on Monday 1st

November and finishing on Sunday 28th November. During the week commencing 7th November the worksites were at Appleby Station (Up line track renewal), Kirkby Stephen station (Down line track renewal) and Deep Gill (in Mallerstang) (Down Line track renewal). There was a 'Possession Centre' set up at Appleby in the Yard which managed the blockade and coordinated the engineering trains.

As the line was closed between Settle Junction and Appleby, buses operated between Hellifield and Appleby. The 08.55 Carlisle to Leeds, 17.47 Leeds to Carlisle, 09.47 Leeds to Glasgow and the 15.08 Glasgow to Leeds were diverted via the WCML and Wennington (reverse at Carnforth) stopping at Penrith (for road connections to Langwathby and Appleby) and Giggleswick (for Settle). The Drax to Kirkby Thore Gypsum services were diverted via Hexham and reversed in Carlisle Yard and ran to Kirkby Thore via Culgaith.

Challenge No. 127

"Over 50 years before the last Challenge!"

Tony Jenkinson and **Derrick Codling** responded within seconds of each other. Tony confirmed it was Port Carlisle Branch Junction, and suggested that the 'Royalty' illustrated was likely to be heading for Glasgow (or Perth) and that other trains could turn left here for 'the other way' to Edinburgh and also to Silloth. Tony noted that Carlisle No.3 box was in the distance and the River Caldew was between it and the photographer. Derrick noted the 'calling on' signals on the main line, which would suggest that loco exchanges may have happened at this location too. **Peter Holmes** noted the tall chimney (known as Dixon's chimney) in the background and suggested that this was Shaddon Mill, confirming the location as Carlisle.

Turning to the train, Derrick noted that the second coach may have come from a non-LMS location, which made Tony wonder whether this was an ex-GWR coach and was perhaps the Plymouth to Glasgow 'through coach' which was attached to the 'Mid-day Scot' at Crewe. However, the presence of the LMS Brake van coupled ahead of it made Tony think the train could be a Birmingham to Glasgow or Edinburgh service.

Graham Worsnop confirmed that the photo was taken by John Taylor (JT035) at Port Carlisle Branch Junction of LMS 8P Princess 4-6-2 No.6207 working a Birmingham to Glasgow service, dated 8th September 1947. The records also refer to the remains of Carlisle No.2 signalbox on the left, and the footpath to Kingmoor Loco shed. **Ken Harper** asked about the origin of No.2 box and when it closed, and wondered whether it closed as a result of the extension of the Goods Lines to Kingmoor during World War II. **Keith Fenwick** advised that No.2 box opened on 11th June 1876 and was a Caledonian Railway Type S1. No.3 box opened on the same day, but was a LNWR Type 4. Both boxes were closed on 14th March 1909 and were replaced by the 'new' Carlisle No.3.

Challenge No. 128

"Plenty of power for three coaches."

Tony Jenkinson advised that the location was the south end of the Up Loop, near milepost 26, after the line climbs from milepost 13. He added that some would say that this is a more difficult bank to ascend than its more famous neighbour six miles to the north. **David Hunter** confirmed that the location was Grayrigg, though he only knew this by Tony's description, as the location had changed with the installation of overhead wires and the present-day scenery.

Ron Herbert posted a photo of Gresley A4 No.4498 'Sir Nigel Gresley' working 1X53 10.50 Crewe to Kingmoor on 1st April 1967, noting that nothing had changed in the surrounding area by then, though the next six years would see significant changes with electrification and Carlisle PSB opening.



Showing very little change since the Challenge photo was taken, 4498 Sir Nigel Gresley passes Grayrigg with 1X53 10.50 Crewe to Kingmoor with Crewe North Driver Bert Stewart in charge on 1st April 1967. Ron Herbert.

Graham Worsnop advised that the photo was by John Taylor (JT014) taken at Grayrigg of LMS 6P Patriot 4-6-0 No.5533 working a Down Local Passenger train, dated 1930s.

Challenge No. 129

"A mixed collection of wagons."

Derrick Codling noted the wooden swap bodies over the fence and guessed that the Railway Chaplain had taken the photo whilst on his visits, adding that the main to main crossover didn't look as if it had been used recently. Having ruled Settle Junction out, **Howard Quayle** thought the train was one of the northbound Speedlink services which ran via the Cumbrian Coast and was approaching the level crossing at Silecroft. **Guy Wilson** confirmed the location, adding that the goods shed was now part of a garden centre. **Allan Beck** advised that the train was 6P85 which was the Willesden Brent Sidings to Workington Speedlink service, which called at Corkickle Yard to drop traffic off, adding that the photo would have been taken by Kevin Hughes, who was the Railway Chaplain.

Graham Worsnop confirmed that the photo was by Kevin Hughes (HUG367C) taken from the signalbox at Silecroft of BR Class 47 No.47238 with a Down Goods, dated 8th June 1985.

Challenge No. 130

"Do I push and you pull, or do you push and I pull?"

Tony Jenkinson wondered whether the Stanier 2-6-4T in Platform 4 was ready to depart with a class B train (based on the lamp code), or it was the station pilot

adding (suburban) coaches to an Up train, or it was ready to bank the train up the 1 in 98 gradient. **Ron Herbert** recalls that the Barrow / Morecambe to Manchester services combined at Lancaster Castle and sometimes used non-corridor stock, adding that if the engine was banking the train, the lamp should be on the buffer beam. **Les Gilpin** wondered whether the stock was being attached as 'through coaches' to

Preston, or perhaps Manchester, and had been shunted from Platform 5.

However, **Les Gilpin's** attention was drawn to the ex-Midland clerestory coach in Platform 6, which appears to be used as some form of training coach or something which required its purpose to be written on the side of the vehicle. Les also noticed the man standing in the 4-foot on Platform 5, who could have been a shunter or member



of the P-way team. **John Hayton** advised that some coaches were taken over by the LMS as Superintendent Inspection coaches (Signals), as they had good ride quality.

Derrick Codling wondered if track and signalling alterations were taking place that would see the removal of the connection from the Glasson Dock branch to the Up side of the station - leaving access to just Platforms 1, 2 and 3. **Howard Quayle** had thought the same, and, if the work was taking place, this would have seen Platforms 1 and 2 also blocked to traffic, which could therefore explain why the Barrow and Morecambe services were using Platform 4 instead. However, according to the Swift diagrams, this platform wasn't signalled for northbound departures, so perhaps a flagman was being used to depart trains. That said, Howard would have expected to have seen more people on site with all the work taking place. Later, Howard found an extract from

Mike Christensen's article 'Operating The Glasson Dock Branch' (British Railways Journal, No.17, 1987) which may have provided a clue: "The LMS also took out the connection from the Glasson Dock and Quay Goods Lines on to the Up Side of the layout at Castle station". Howard advised that no date was provided, but the article makes reference to the "1943 Appendix" in respect of other changes on the Glasson Dock branch.

After various discussions surrounding the date, **Ken Harper** gave a little help, advising that the photo was taken on a Wednesday a few days after the end of World War II in Europe.

The discussion returned back to the disconnection of the Glasson Dock branch. **Richard Foster** believed that the photo was taken before 1954, as he thought that the connection had been removed between 1954 and 1957. **John Pickup** noted that a photo by Pearsall taken in August 1952 shows that the connection had gone by

then. Richard responded to say that the 1954 date was rather tenuous, as it had been based on S&T plans for Lancaster No.4 which had been prepared that year. Looking at the Pearsall photograph there appears to be no disturbed ballast or evidence that the track had recently been altered, which led Richard to think that the disconnection had taken place sometime in the 1940s. Following some further detective work by **Guy Wilson** and Richard, a date was found, which was somewhat unexpected, as the answer was 'Temporarily taken out of use in 1947'. It appears that the 'temporary' situation remained until 1954 when the permanent removal took place, after Guy advised that there was a drawing by John Hammond titled 'Lancaster - Proposed Alterations to Signalling from Glasson Dock Branch' dated 4th January 1954. **Andrew Naylor** posted a photo taken by Pearsall (PEB043) on 11th April 1947 which clearly shows that the connection had been severed by this date and is the earliest view of the modified trackwork. Richard wondered why was the connection temporarily taken out of use?

Derrick Codling brought the conversation back to the Stanier locomotive and its number, managing to pick out '4' and '7' on the smokebox and wondered whether it could be No.2427, which spent its BR days at Barrow. **Tony Jenkinson** thought the loco could be 2427, as he spotted that the loco has the aperture in the base of the side tanks (to the rear of the motion bracket), and following a quick bit of research had discovered that the first Derby-built locos in the class (2425 - 2434 and 2537 - 2544) had this feature.

Graham Worsnop advised that the photo was taken by Pearsall (PEK018) of LMSR 4MT 2-6-4T No.2429 standing in Platform 4 at Lancaster Castle station ready to bank a London train (hauled by 4862) bunker first, dated 23rd May 1945.



LMS 7P Royal Scot 4-6-0 No.46134 approaches Lancaster with the 8.20am Carlisle to Euston. Taken on 2nd August 1952, the connection from the branch has gone, although traces of the junction can still be seen on the Down Slow. Pearsall.



The severed connection is shown on 11th April 1947 as LMS 6P Jubilee 4-6-0 No.5701 works a Glasgow to Liverpool service at Lancaster Castle. Pearsall.

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of the north west?

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Membership details can be found on
our web site at
www.cumbrianrailways.org.uk

Challenge No. 131

"Oh, I do like to be beside the seaside!"

Tony Jenkinson thought that this was taken in 'The White Rose County' and had searched 'High and Low' for an answer. **Les Gilpin** had done some research and established it was the 'Low'. **Peter Smith** had a photo of the same location, but probably taken some 30 years later. A posting on Facebook confirmed the location as Low Bentham with the old toll house on the right and Wennington's Down Distant signal in the background behind the trees.

John Pickup commented on how the Leeds to Morecambe and Carnforth services varied in their formations. John noticed the two portions in the Challenge photo with each three-coach set having a Brake within it. John believed that the train was made up by having two composites, both the leading Stanier and the 'Period 1' corridor as the third vehicle. Peering through the trees, John thought it may have been another Period 1 CK in the middle of the second portion.

A number of comments were made on the way the trains which operated over the 'Little North Western' were formed and their operating practices. **Howard Quayle** advised that the joining and splitting of trains could take place on both sides of the Pennines and that some trains ran as Class 1s and others as Class 2s. Howard added that as well as splitting and combining at Wennington, some of the trains carried portions which had originated separately at Leeds City and Bradford Forster Square with the joining (or splitting in the eastbound direction) being done at either Skipton or Shipley. However, Howard believed that the process of joining and splitting was only carried out once, ie a train carrying both Leeds and Bradford portions did not then split at Wennington or vice-versa. Looking at his 1961 Summer timetable, the 8.38am Leeds City / 8.46am Bradford Forster Square to Morecambe Promenade and 4.55pm Leeds / 5.10 Bradford FS to Morecambe both carried two portions along the Little North Western. This train, which was called The Residential, was used by Bradford wool merchants to commute between Morecambe and Bradford, and for some time it carried a Club Car. In further research in response to a query as to whether the name was an official title or a nickname, Howard found that, whereas LMS timetables referred to it as The Morecambe, Bradford & Leeds Residential Express, there is no mention of this title in the BR timetables. He also established that the Club Car dated from Midland Railway days - if it did continue to run in LMS times, it would have been withdrawn at the onset of WW2 and it is unlikely to have been reinstated after the war was over. The train continued to operate until the closure of the direct Promenade - Green Ayre - Wennington route in January 1966.

John Pickup had been looking at his Winter 1956/1957 timetable, which confirmed Howard's observation that trains only split / combined once, either at Wennington or Skipton / Keighley.



Eastbound there were four trains combined at Wennington, and three split east of the Pennines - the 7.40am Residential at Skipton, and the 10.30am ex Carnforth and the 4.20pm ex Morecambe at Keighley. Westbound, only The Residential combined, at Skipton, and five trains split at Wennington.

Graham Worsnop advised that the photo was by Pearsall (PEK226a) taken at Low Bentham of a BR 5MT 4-6-0 No.73010 working the 3.12pm Leeds to Morecambe service on 12th April 1958. Howard added that the timetable for September 1957 - June 1958 showed the train as the 3.14pm ex-Leeds City, dividing at Wennington,

hence the make-up of the formation. The Morecambe portion would be the first portion away at 5.18pm (Morecambe arr. 5.54pm), with the Carnforth portion away at 5.23pm (arr. 5.44pm). Detailing the operation at Wennington a bit further, Howard had travelled on this train in April 1965 when it was hauled by a Peak from Leeds to Morecambe. The Ivatt 4MT 2-6-0 for the Carnforth portion stood on the Down Carnforth before backing down onto its stock, although Howard wasn't sure how this reversal move would have been signalled.

The 'Down' Lakes Express in Summer 1964

Challenge 44 was a photo of the 'Down' Lakes Express at Lancaster taken on the 17th August 1964. Several members posted information about this working, but the overall account given was not as clear and comprehensive as it might have been. As there is much interest in this train, we have produced this fuller explanation of how it operated in the summer of 1964.

The Lakes Express ran from the end of June to the end of August, as shown in Table 50 of BR's London Midland Region timetable running from 15th June to 6th September. On weekdays from Monday 29th June until Friday 28th August it left London Euston at 11.20am, running as 1L27. The primary destination was Windermere (arr. 5.58pm) via Oxenholme, but there were portions for Workington (arr. 7.53pm) via Penrith, as well as Workington (arr. 8.31pm) via Barrow. This Workington via Barrow portion was detached at Lancaster, and, running from Lancaster with reporting number 1L28, was styled in the public timetable as a Whitehaven train, perhaps to avoid confusion with the Workington via Penrith portion which reached Workington earlier. It is not known whether it carried 'Lakes Express' running boards. If anyone has photos or memories of this portion, please share them with us on the Chatline.

The Lakes Express also ran on Saturday 20th June and the following Saturdays till the 29th August, but the timings and destinations were a little different. It left Euston at 11.40am and went to Windermere, and Workington via Penrith. It did not have a portion for Workington via Barrow. Arrival times at Windermere, and Workington via Penrith, were similar to those on weekdays.

Interestingly, a train with the same timings as the Lakes Express ran from Euston to Workington via Barrow on summer weekdays outside the period when the Lakes Express was running. It also ran to Workington via Barrow on all Saturdays during the summer timetable, leaving Euston at 11.50am - only ten minutes after the Lakes Express had departed. The reporting number of this train, weekdays and Saturdays, was 1L28.

Thank you to Tony Jenkinson, Howard Quayle and others for helping to uncover the details.