

The 'Lockdown' Challenge

Challenge Images No. 11 — Numbers 132 to 144

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. 132

"Much steam and smoke for what?"

Les Gilpin and **Tony Jenkinson** were the first to respond, with Tony advising that the loco departing eastbound from Bassenthwaite Lake station was allocated to '11B' between April 1958 and December 1959.

Ken Harper noted that the description of the photo suggested that the train was exploding detonators, though subsequent Challenge discussions concluded that it was more likely to be steam from the loco.

Graham Worsnop advised that the photo was taken by Pearsall (PEK699) at Bassenthwaite Lake of LMS 2MT 2-6-0 No. 46447 on a Workington to Penrith goods on 30th July 1959.

Challenge No. 133

"It's the white stuff again."

There weren't many quick responders to this Challenge photo, which left **Derrick Codling** thinking that the milkman was on his own this morning! Derrick noticed that the train was running along flat-bottomed track on the main line and asked whether our milk bottles or containers were full or empty this morning!

A few people were puzzled by the location of the photo, but **Ron Herbert** confirmed that the former LNWR 0-8-0 was approaching Carnforth with the 3.35pm Daily Class K Milnthorpe to Carnforth loaded milk train, with the A6 on the right (long before the M6) and that the train had just crossed over the River Keer. Ron confirmed that Libby's at Milnthorpe would despatch loaded milk tanks. Ron's father would relieve the Station Master at Milnthorpe, and during this time there was a 9.35am SX Carnforth to Oxenholme (Milnthorpe 10.28am – 10.42am). In the Summer 1956 WTT, it shows a 1.50pm Oxenholme to Milnthorpe (2.05pm), which could well have formed the 3.25pm departure. Ron added that shunting would take place in the yard and any loaded milk



tanks worked to Carnforth on the 3.25pm SX departure along with any other traffic - it is not shown as a milk train just a Class K freight.

Graham Worsnop advised that the

photo was taken by Pearsall (PEK154) of ex LNWR 0-8-0 No. 49087 working an Up Milk train approaching Carnforth on 2nd November 1957.

Challenge No. 134

"What more could you ask for?"

Tony Jenkinson was quick off the mark and tried to beat Les Gilpin in responding to the Challenge, stating that the factory with the big chimney at Askam still made bricks today, and he went to bed quite content. **Howard Quayle**, however, had spent two hours looking at the photo to see if he could reconcile the photo with the brickworks, and this was before his morning coffee, but couldn't see any reference to the farm buildings or the row of houses and cottages. **Ken Harper** suggested that Tony needed to look a little further east for the location. **Peter Smith** wondered whether it was actually just north of Silverdale on the Arnside side of Red Bridge.

By the time Tony got up and looked at the other responses, he realised that the "ask" in the caption was not relating to Askam, and he even offered to write the opening line to this summary in "As is often the case, **Tony Jenkinson** was first to respond, but this time his answer was not correct..."

Howard confirmed Peter's suggestion of Trowbarrow Lime Works and the outbuildings of Red Bridge Farm which were perched on the side of the cutting. Turning to the train working, Howard explained that the line runs north-west at this location and the photo appears to have been taken on a bright summer evening. Noting that the train was formed by a mixture of corridor and non-corridor stock, and running as a Class 2, having looked at the Winter 1957/1958 timetable Howard



thought the train could have been either the 6.38pm Lancaster to Whitehaven or the 9.10pm Carnforth to Barrow.

Graham Worsnop advised that the photo was by Pearsall (PEJ900) of an ex LMS Fowler 2-6-4T No. 42359 west of Silverdale working the 6.38pm Lancaster to Whitehaven passenger service on 27th August 1957.

Challenge No. 135

"Was it really the end of the line?"

There was some discussion as to whether the loco in the Challenge photo was Colossus or not. However, a posting on Facebook from the R&ER Chatline stated that it was 'Sir Aubrey Brocklebank',

one of the tell-tale signs being that the boiler on Colossus was slightly higher. **Keith Fenwick** noticed that there were two nameplates on the loco, with 'Sir Aubrey' on one and 'Brocklebank' on the other.

The buildings in the background caused some interest, with the R&ER Group stating that some of the houses looked unoccupied and semi-derelict, as they had broken windows and doors missing. It was thought that the cottage on the end was being converted into the first Dalegarth Café. One of the members pointed out that the cottages were built for the quarrymen at Gill Force Quarry, which had closed around 1884, though it was also suggested that they may have been for workers at the closer Nab Gill mine. The cottages were



gradually renovated and numbers 1-4 became a tearoom and toilets.

Graham Worsnop advised that the photo record indicates that it was taken by Pattinson (PA1200) at Dalegarth of R&ER 4-6-2 'Sir Aubrey Brocklebank' with open passenger coaches in 1935. However, Graham added that the loco was dismantled in 1927 to form the basis of the first 'River Mite' and that Dalegarth station was opened in the 1920s, which put a question mark against the date. **Richard Maund** suggested that unless the train was a 'preliminary special' the date must have been between 11th July 1920, when public services were extended from Beckfoot to the cottages at Dalegarth, and 12th August 1926 when the services were extended up to the present terminal site. Following discussions with the R&ER museum, the date can be narrowed down further to being prior to May 1923, as the smokebox door hinges changed sides in May 1923, with the photo showing the earlier position (on the left hand side). Following the discussion regarding the date of the photograph, it is thought that any Pattinson images dated 1930 or thereafter may be the date when he acquired the collection, rather than the date of the image itself.

Challenge No. 136

"A shadow of its former self."

John Pickup has memories of him looking down at this location from the A685 Kendal to Tebay road as his family travelled from Burnley to Penrith for holidays. **Derrick Codling** and **Keith Fenwick** also guessed

the location as Dillicar, with Keith adding that the building was originally the base for the LNWR signal box. **Tony Jenkinson** added that, according to Harold Bowtell's excellent book "Over Shap to Carlisle", the box, which was just north of milepost 30, was closed on 30th October 1933 and replaced by Intermediate Block Signals. The box base structure was then used as a store by the P-way for a number of years. **Richard Foster** was able to provide some more information regarding the hut, which started life as Dillicar Signal Box. After it closed on 29 October 1933, the box was converted to a P-Way hut by removing the timber operating floor structure and lowering the roof onto the remaining brick base - hence the barge boards, finials and slates.

Richard continued "The box was an LNWR type 4 built in 1877 as a simple break section box to divide the section between Low Gill Junction and Tebay. The box was on the down side and the view is looking south with the A685 on the hillside. In the distance on the cutting side is the 30 mile-post. Wherever the signalmen who worked the box lived, they would have had a long walk to and from work, which would have been rather daunting in winter snow! With just two signals each way, and the remote location, it was an obvious candidate for conversion to Intermediate Block Signals when these became practical, and when these were duly commissioned in October 1933 the box closed. Both can be seen in the far distance. Interestingly, both sets of signals were originally approach lit (i.e. they only lit and showed an aspect when a

train triggered the approach track circuit). No power supplies anywhere near in those days, so a need to conserve what power there was! In the photo the Up IBS (on the extreme left) is showing a red aspect, so by the time the photo was taken the signal had presumably been converted to continuously lit.

Looking at the box structure, the low brick structure on the extreme right is the former signal box coal and ash pens, now roofed over, no doubt as a store for the PW. LNWR boxes normally had their names as cast iron letters screwed to the centre of the front fascia board. It would seem that someone retrieved the small section of the fascia with the name when the conversion job was done and mounted it above the doorway of the new P-way hut - only evident when one enlarges the photo." **Mike Norris** was able to confirm that the Up IB became continuously lit on 21st October 1951 and the Down IBs were converted a couple of weeks later on 11th November.

Ken Harper added that when Tebay No.2 closed, on the introduction of Carlisle PSB, the upper brick-built portion was removed and a new flat roof provided. It then became a P-way mess room and it still stands very close to the Up Main today.

Graham Worsnop advised that the photo was by Pearsall (PEK750) taken at Dillicar of the old signalbox used as a platelayers hut, dated 7th August 1959.



Challenge No. 137

"Is it north to south, east to west or another combination?"

Les Gilpin wondered whether the 'slow' train was generally heading east, but travelling south at this point, and was providing the citizens of Penrith an alternative, if not faster, journey to London than along the obvious route to the Capital. **Tony Jenkinson**'s knowledge of Country singers came to light as he gave us all a clue that the location shared the same name as Kacey, but without the 's' which is at the end of her name!

There was some discussion over the direction of the train, with some suggestions it could be heading eastwards (south at this point). However, **Keith Fenwick** believed the train was heading towards Penrith, with both **Ron Herbert** and **Ken Harper** agreeing.

Howard Quayle recalled that Penrith to Darlington workings ran under a class 2 headcode, though the Ivatt in the photo was displaying Class 1 headlamps. He also noted that the sliding top-lights in the leading vehicle were open, denoting it could be a warm day. Looking at the North Eastern Region's Summer 1961 timetable, there was a Sunday Only service which departed Darlington at 10.02 am and arrived in Penrith at 12.10 pm, returning at 7.20 pm and arriving back in Darlington at 9.23 pm; it was marked in the footnotes as 'Steam Train', which Howard thought distinguished it from the DMUs that were introduced to the line in the late 1950s. Howard noticed that on the same Summer Sundays there was a 10.00 am Newcastle to Keswick service which ran via Carlisle (formed of a Metro-Cammell DMU, including a Miniature Buffet), which arrived in Penrith at 12.21 pm and Keswick at 1.06 pm. This train departed Keswick at 6.30 pm and arrived Penrith at 7.12 pm, which would provide decent connections out of and into the Darlington train at Penrith.

Peter Smith had seen the NER Carriage Working Notice for 1956 courtesy of the BRCS group and it showed that the Sundays Only Darlington-Penrith service was in fact a through train from Saltburn at 8.55 am (Darlington 9.58-10.10). The diagram started with the 6.10 am Darlington-Saltburn, and interestingly shows 'articulated' in the formation notes, with the train formed by a SL-BS, CL-CL, SL, BS until 24th June, then a slight change to a SL-BS, CL-CL, S-S, SL-BS from 1st July. The train was shown to return as the 7.50 pm Penrith-Saltburn.

Ken Harper posted a photo of an unusual visitor to Penrith shed - BR Standard 4 No. 76045. He wondered whether it had worked the same train on another day. Ken asked whether the Darlington men would work the out and back trips on a very tight 12-hour diagram, or whether it was Kirkby Stephen men. He added that once the stock had been disposed of they might have managed a pint before the 2.00 pm closing time (it was the done thing then), and then had a walk around Penrith before preparing the loco for the return trip.



NE-based BR Standard 4 No. 76045 stands on Penrith Shed. This was quite unusual, and it is possibly waiting to work a return service, such as the Summer Sunday 7.20pm departure back to Darlington. Ken Harper.



A pair of Black 5s Nos. 45455 and 45286 head east near Troutbeck with the 6.30pm Keswick to Newcastle Sundays Only service on 6th September 1959. Pearsall Collection.

Graham Worsnop advised that the photo was taken by Pearsall (PEK800) at Great Musgrave of BR 4MT 4-6-0 No. 43050 on a passenger service crossing Eden Bridge, in August 1959. **Ken Harper**

suggested that the caption could now be amended to read that the train was heading west towards Penrith.

Challenge No. 138

"City folk return from a day trip to our wonderful area."

This was another Challenge photo which had everyone beaten on the location. Several members had a go at guessing the destination of the train for the day as well as the location. Guesses included: Newby Moor on the Ingleton line, a working to Windermere, and a John Peel Land Cruise from Morecambe or Blackpool along the Cumbrian Coast with the photo being taken at Brigham. **Allan Beck** ruled out Brigham, which was never switched out, as it controlled the gates across the Brigham to Broughton road, and he believed that Class 104 units never worked between Workington and Keswick on specials. **Alan Thompson** thought the location could be between Troutbeck and Penruddock, approaching Penruddock's distant signal. **Keith Fenwick** suggested that the location was just east of Troutbeck, with the photo being taken from the A66 near where the railway runs by Tarn Moss.

Derrick Codling commented that the DMUs in the photo were known as 'Buxton sets', whilst **Howard Quayle** thought that this may be an early photo of the units, observing that they were still sporting the 'cycling lion', whereas later units were turned out with the newer BR emblem. **Peter Smith** added that the units were possibly from one of the first four or five Class 104 units that were delivered to '9A' Longsight in April and May 1957 for use on the London Road to Crewe and Buxton lines. The 104s were all delivered with white cab roofs. The change to the coaching stock roundel was made early on in the production run (it is thought after the first four or five), so this is a rare image. Peter added that the first four sets were subsequently re-allocated to the new Buxton diesel depot in May 1958 and retained their white roofs into the 1960s when yellow warning panels were applied and the cabs were repainted to match the rest of the roof on the rest of the class. Both Howard and Peter thought the photo would have been taken in the late 1950s.

Graham Worsnop advised that the photo was by Pearsall (PEK812) taken east of Troutbeck of two 3-car Class 104 units on a return excursion from Keswick to Stockport on 6th September 1959. **Ken Harper** added that the train was on the Up line, with Troutbeck's Down distant showing 'off', as the box was probably switched out. The A594 road seems to be on the extreme left to the top of the landscape which still exists today, although over 10 years after the photo was taken the 'new' A66 road was constructed between the old road and railway. The Sportsman's Inn, just out of shot has its front on to the old A594 and its back towards the A66.

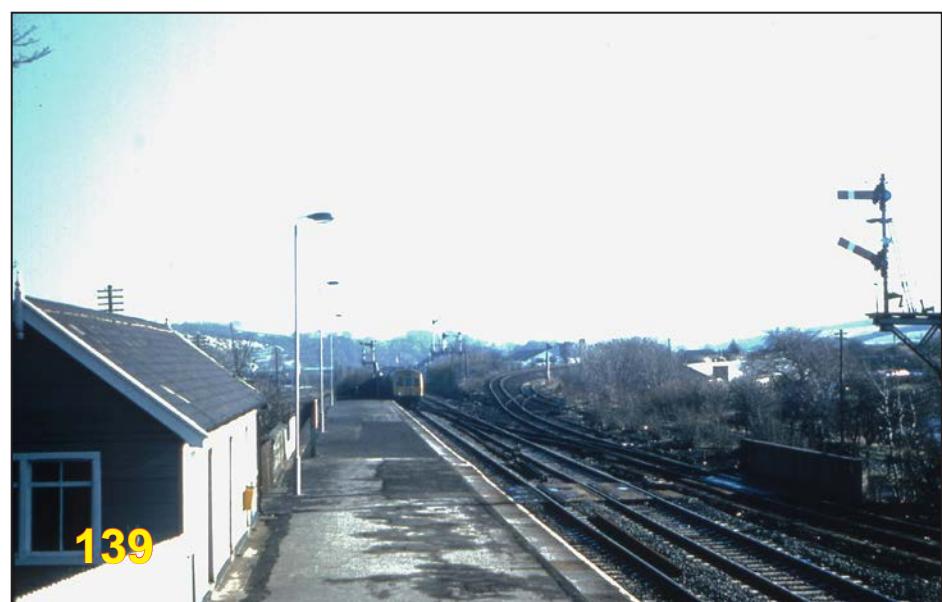
Challenge No. 139

"Not the most photographed junction."

Several members responded with clues regarding the name of the junction. **Tony Jenkinson** stopped to avoid becoming



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a 'whistle blower' and mentioned that the place was in land 'north of the Humber.' **Howard Quayle** reminded us that paint was once manufactured here.

Looking at the photograph in a bit more detail, **Les Gilpin** noted that the signal was in the process of being dropped following the departure of the eastbound train and the signal for the Branch was already 'off'. **Keith Fenwick** noticed that a westbound train was also signalled, so hoped the connection was waiting for it to arrive.

It was the stacked bracket signal and the very few places in greater Cumbria where a junction was controlled by LNER upper quadrants, which pointed to the photograph being taken at Haltwhistle. Noting the upgraded lighting at the station, **Keith Fenwick** thought the photo was taken just before the branch to Alston closed.

Mike Hanson advised that there was consideration of the Alston branch being operated by Steamtown after its closure; however, the Society didn't get time to become established and gain the necessary funding to buy the branch, and

BR wanted to lift it as soon as it could. **Peter Holmes** recalls travelling on the last day of services on the branch, including the final train from Alston which saw the train explode detonators on departure.

Graham Worsnop advised that the photo was taken around 1968 by D Johnson (DJN043) looking east from the east end of Haltwhistle station, with the Alston branch curving away to the right.

Interested in the railways of the north west?

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



Challenge No. 140

"A long way from its doorstep delivery."

John Dickie, Howard Quayle and **Les Gilpin** all guessed the location as Calva Junction, noting the five tracks and spacing for the bridge pillars, with Les wondering why the loco was running tender first, especially as the majority of its journey would have been to the north of the reversal at Moor Row. **Allan Beck** advised that this was the Egremont to Carlisle milk train standing at Calva Junction's Up Home signal. He explained that there was no turntable at Moor Row Shed, hence it running tender first after the reversal at Moor Row. Allan also advised that it was normal practice for locos to go tender first to Egremont, but thought there would have been times when they went chimney first. He pointed out the use of a storm sheet attached over the cab to give the crew some protection against the rain.

John Dickie believed that the loco (No. 44461) was allocated to Moor Row depot if the photo was taken before 1954, as it transferred to Workington on the 31st July of that year when the depot closed.

Allan Jones wondered why the train needed three brake vans. **Richard Foster** asked what product was in them. **Les Gilpin** thought it could be milk in churns, or perhaps milk powder to be made into 'formula' milk for children. **Steve Leece** suggested that the vans could be carrying chocolate crumb for Rowntree with the destination being wherever it would be refined into sweet products.

Allan Beck recalled that the churns were often loaded into brake vans, and this was done at MMB Egremont Depot. The bagged chocolate crumb was sent in box vans to York. After rail traffic ceased it was sent by road.

Graham Worsnop advised that the photo taken by Pearsall (PER032b) was of LMS 4F 0-6-0 No. 44461 stood at Calva Junction's Home signal with the 4.45pm Egremont to Carlisle milk train, dated 7th August 1951.

Challenge No. 141

"Did Willie Shakespeare look out upon an arboricultural limb here?"

A rather cryptic caption for this Challenge, with **John Pickup** thinking the location was somewhere in the Barrow area, as the depot had many 2F 0-6-0 locos allocated to it. Judging by the lower quadrant 'dolly' signal being in the 'off' position, it appeared that the train was being propelled.

Howard Quayle had a go at trying to crack the caption puzzle and thought that



the location was Plumpton Junction, with the 2F having been down to the Glaxo Plant on the former Bardsea Branch, and he confirmed John's thinking that the train was propelling back to Plumpton Junction sidings. Howard added that the photo must have been taken before 24th September 1952 when Leven Junction ceased to be a Block Post, as the Up Leven Junction Distant signals are still in place for exiting the branch (left hand side). The signal post above the right-hand side end of the brake van shows the Distant signal for Greenodd Junction, which presumably meant that Greenodd was still technically a block post, even if it was locked-out all the time by this stage.

Graham Worsnop confirmed that the photo was by Pearsall (PER078) of MR 2F 0-6-0 No. 58115 arriving at Plumpton Junction having propelled a short goods train off the branch on 4th September 1951. Graham then put everyone out of their misery and explained the Shakespearean reference in the caption. Willie Shakespeare was The Bard; 'look out upon' - see (or sea); 'an arboricultural limb' – branch and 'here?' – so you were stood at Plumpton Junction. Please do feel free to groan at this point, it's permitted!

Challenge No. 142

"About to pick up the limestone."

John Dickie commented on the photo, but just couldn't read the number of the loco, adding that 52494 was the only D5 loco to survive long into BR days with its Furness Railway boiler. John noticed the abandoned rails in the bottom right corner of the photo, which perhaps led to one of the several former quarries. Noting the short mixed consist of the train, John pointed out a couple of ex-NE wooden bodied coke/coal hoppers and that there appeared to be a second photographer walking back from the rear of the train. John wondered whether the location was north east of Rowrah station with the singled Marron Joint line curving away into the background. **Howard Quayle** wondered whether the photo was taken at the exchange sidings for Eskett Quarry, Postlethwaite's Quarry and Jackson's Quarry, with the overgrown line in the bottom right being the one from the abandoned Lonsdale No.6 Iron Ore Mine; however, Howard also had some doubts, as the small bridge the train was passing over wasn't shown on the OS map he was looking at, and he thought that the exchange sidings would have shown more signs of use.

Allan Beck was able to throw some more light on the loco and he confirmed the location. Allan explained that loco 52494 was allocated to '12E' Moor Row MPD, and it then moved to Workington (12D) in 1954, before spending its last year, 1955, in Barrow. It was withdrawn in May 1956. As for the location, Allan advised that this was just north of Rowrah No. 1 Signal Box, and the connection in front of 52494 was the access to the loading dock, which had a yard crane. The first wagon in the train is on a bridge over the minor road between



Rowrah and Leys. The overgrown siding which is just visible to the bottom right of the photo went to a loading ramp at an old quarry. Allan went on to explain that the house on the left in the background had a small stream called Colliergate Beck flowing past it. The sandstone bridge in the background provided access to fields from Low Leys Farm. Regarding the train, Allan thought that it had come from either Marron Junction (depending on date of photo) or from Lamplugh.

Graham Worsnop advised that the photo was taken by Pearsall (PER081) of Furness Railway's 0-6-0 No. 52494 approaching Rowrah with Trip 107, taken on 3rd September 1951. Following the information provided by Graham, **Howard Quayle** noted that in 1951 the sidings at Bridgefoot, Branthwaite and Lamplugh were still open and didn't close until 3rd May 1954, with goods facilities at Ullock closing on 1st July 1943. Howard also asked if any more information was available regarding Trip working 107. **Allan Beck** responded advising that the engine would depart Moor Row Shed at 7.15am and run to Moor Row Yard to pick up the train departing at 7.30am and would arrive at Rowrah at 9.20, but there were no details of it going forward to Lamplugh / Marron Junction. **Ron Herbert** posted the timings for Target 107 that were published in the Barrow Trip book dated 21st September 1953.

Going back a little further in time, **Howard Quayle** had been looking at LMS WTT (Furness & West Cumberland Districts) for 9th July to 30th September 1923, which confirmed just how moribund the line north of Rowrah had become. Howard advised that the four pages for the WTT tables were all headed with the sub-note: "Single Line between Rowrah and Bridgefoot", reflecting the singling of that 7½-mile section was as early as 1917. North of Rowrah, there was virtually no freight at all, even in 1923. The 7.05am Mineral ex-Moor Row was "conditional", with no booked calls enroute to Marron Jct (arr. 8.00am) with all stations/yards showing "X" (Stops when required for traffic purposes). Howard thought that this train seldom ran, and noted that it wasn't shown as running through to Workington, so must have worked back from Marron Jct., but he couldn't find any timings of the return working. The daily 11.0am Mineral ex-Bransty ran through to Marron Jct (arr. 3.40pm), from where it continued to Workington along the Derwent Valley, i.e., no return working down the Joint Lines. Again, there were no booked calls at any sidings/yards north of Rowrah. There was a daily working from Moor Row (8.15am) to Lamplugh, serving Lamplugh Iron Ore Siding (10.55am) and Lamplugh (11.00am). This returned from Lamplugh at 11.20am (no call at the I.O Siding).

No. 107 - Class 2F. (L.A.Y. 0-6-0).					
arr. <u>8X</u> dep.	a.m.	a.m.	arr. <u>8X</u> dep.		
Moor Row Shed	...	7 15	L.E.	a.m.	p.m.
Moor Row	7 20	7 30		11 25	12 10
Cleator Moor Goods	7 35	8 25			
Prizington	—				
Teathouse	8 40	8 50			
Winder	9 0	9 15			
Rowrah	9 20	...			
			Shunt Station & Quarry		
Rowrah		10 10			
Cleator Moor Gds.	10 35	10 55			

An extract from the Barrow Trip Working book dated 21st September 1953, detailing the diagram for the No. 107 trip working off Moor Row Shed. Ron Herbert.

Howard wondered whether this could have been the equivalent of Target 107 when photographed by the Pearsalls in 1951?

Challenge No. 143

"An outpost of the mighty LNER."

Howard Quayle wondered whether this was Canal shed, whereas **Steve Leece** thought it might be the former NER shed at London Road, and **Tony Jenkinson** was thinking of birds and suggesting it may be the only home for a 'Flamingo'!

Keith Fenwick noticed the lamps and the electricity wires in the background, which pointed towards it being Canal shed. **Tony Jenkinson** gave us some more detail on the loco, No. 9133, which was an ex-NBR C15 that was based at Canal from 1948 (according to the 'BR Database') until February 1956, when it was taken out of service. Loco 9133 was the loco's identity from 1924 until 1946 when it was renumbered to 7481 (BR number 67481). The number '(6)9133' was reused in the 1946 scheme for another NBR locomotive, a Class N15. Tony pointed out that the locomotive attached to 9133 looked like an ex-GNR Class N2, a type which was associated with Kings Cross suburban train services and with Hornby Dublo. Only one of this type is believed to have been allocated to Canal and that was between September 1957 and withdrawal in summer 1961 (much later than the date of our picture). Some N2s are shown as being allocated to the ex-LNER sheds at Kipps and Parkhead in the Glasgow area around the time of nationalisation, and Edinburgh St. Margaret's had one of them for a short time in 1950, with Hawick having one based there in the late 1950s!

Graham Worsnop advised that the photo was by Dendy (DEN044) taken at Carlisle Canal shed of NBR C15 4-4-2T LNER No. 9133 on 20th March 1939.



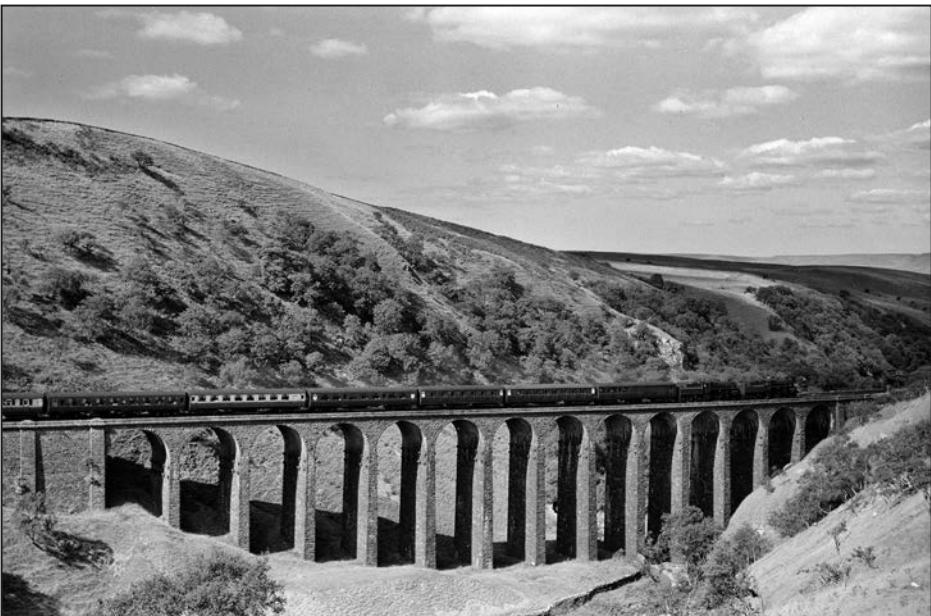
Challenge No. 144

"Holiday makers homeward bound."

Tony Jenkinson was quick off the mark, responding to say it was a Blackpool to North East train, but thought it was climbing away from Smardale viaduct. However, **Howard Quayle** thought the train was about to run onto the viaduct, noting the spectacular rock formation behind the train. **Mark Keefe** on Facebook confirmed that the train wasn't far off the viaduct, and noted that the limestone quarry behind the train was closed in the very early 1900s due to poor-quality product.

Turning to the locos, Howard thought the train was being hauled by two of Kirkby Stephen's 76xxx engines. **Roger Pickup** thought that the pilot loco was 77xxx and the train engine was a 76xxx.

Graham Worsnop advised that the photo was by Pearsall (PEK979) taken at Smardale Gill of BR 3MT 2-6-0 and another unidentified loco on a passenger train heading to the North East, around 1958. **Ken Harper** posted another photo which is believed to be the same train heading



over the viaduct a few moments after the original Challenge photo would have been taken.

BR 3MT 2-6-0 and an unidentified loco head towards Kirkby Stephen over Smardale Gill viaduct. Pearsall (PEK977a).