

# The 'Lockdown' Challenge

## Challenge Images No. 12 — Numbers 145 to 156

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. 145

*"And now a roundabout is planned for this site."*

A quick search for 'new roundabout planned on A66' and a check on the Zenfolio site for any photos of the location brought **Tony Jenkinson** to a photo by Alan Pearsall of a train heading west in August 1951, but he didn't give away the location.

**Howard Quayle** noticed the LNWR shunt signal to the left of the Cauliflower's driving wheels and that there would be a three-road yard and signal box behind the photographer. **Allan Beck** confirmed it was Brigham looking towards Cockermouth, adding that a driver of a car today heading towards Cockermouth can still see railway installations in the undergrowth.

**Graham Worsnop** confirmed that the photo was by Pearsall (PER036A) taken of LNWR 0-6-0 No.58376 heading west with the 11.50am Cockermouth to Workington goods at Brigham station, dated 7th August 1951.



### Challenge No. 146

*"Within a couple of years the scene would be drastically changed."*

**John Pickup** couldn't believe this photo, as he, Roger Pickup and Ewan Preston had puzzled over an Alec Mayor image taken from the same bridge for weeks trying to identify the location.

**Allan Beck** advised that the Jubilee was approaching what would become BSC Hardendale Works, and a new signal box called Shap Quarry would control the sidings. Shap village is in the background with the A6 road just over the wall. **Tony Jenkinson** correctly recognised that the photo was taken from the overbridge which would, at that time, have carried the Orton road over the railway, but now leads to the M6 junction interchange as well.

**David Hunter** asked when the connection at Hardendale was put in. **John Pickup** advised that, according to Harold Bowtell in his 'Over Shap to Carlisle', it was



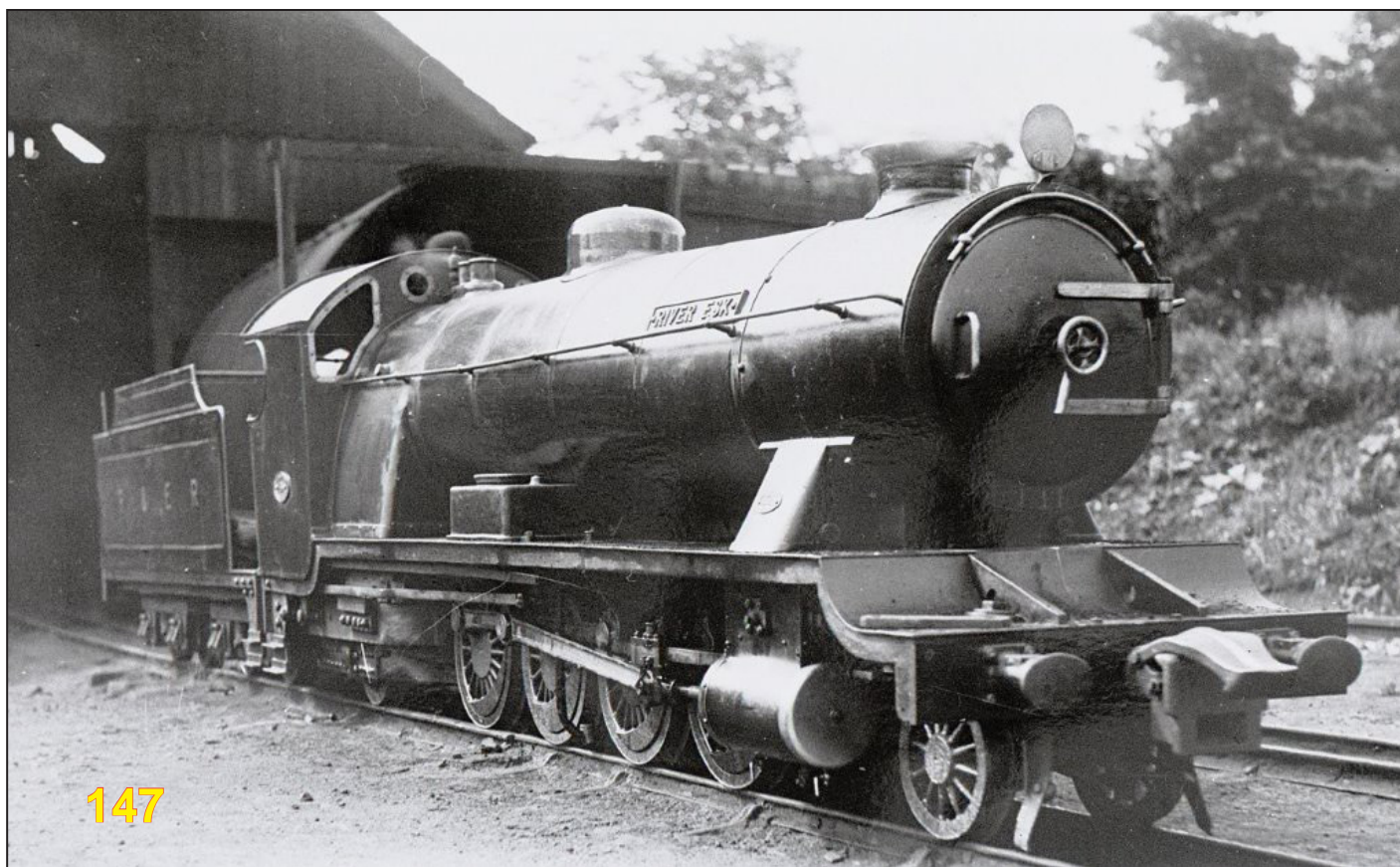
1962 when the connection went in, adding that as the loco in the photo has AWS, but no sign of the electrification flashes, he would date the photo as 1959/1960. **Ken Harper** advised that Shap Quarry signal box opened in April 1962 and closed 11 years later in April 1973 with the commissioning of Carlisle PSB. Ken added that Shap Station box closed on 5th September 1966, as the requirement for the sidings was no longer needed and the box at Shap Quarry was open continuously except for weekends. **Guy Wilson** found the 1960s drawings for Shap Quarry box, which were part of the John Hammond collection. These showed a standard LMS box, but Ken said that the box was a 'modern' BR flat-roofed type, with an in-built toilet. **Mike Norris** confirmed that the box was a BR LMR type 15 with flat roof and of all timber construction, and was opened on 8th April 1962. Mike added that, to save excessive costs of providing a water supply, local

arrangements were to be made to convey water from Shap station. Ken believed that the box, following its closure, was removed to Crewe for refurbishment, and in October 1974 was taken to Kirkby Stephen as the replacement for the Midland Railway signal box, along with part of the refurbished ex-Kendal frame, which is still in operation today.

**Andrew Naylor** noted that the box and location were originally called Shap Quarry and today the location, under the PSB, is called Hardendale (after the actual quarry, east of the M6, where the limestone used to be sourced) and asked when the name changed. **Ken Harper** explained the background to the name change, which happened after an operating incident involving single line working over the Down line between Harrisons and Shap Quarry, when there was mis-communication between the Pilotman and the driver of the first Carlisle to Euston passenger service.

The Pilotman sent the train forward, as he was travelling through the single line working on the next train, and the driver thought that he was returning to the Up line at Shap Summit, but when he saw the hand signalman and the ground signal 'off' at the Quarry he had to make an emergency brake application, and luckily managed to prevent the train derailing as it passed through the crossover at excessive speed - in the process spilling the coffee of the Carlisle Area Manager (who is now our Publicity Manager), who was travelling in the 1st Class! The recommendation following the inquiry was to rename the junction 'Hardendale', which Mike Norris confirmed took place on 27th September 1993.

**Graham Worsnop** advised that the photo was taken by Peter Robinson (6a05) of a LMS 6P 4-6-0 heading north with a Down Passenger service north of Shap Summit taken in April 1960.



## Challenge No. 147

*"A different setting through this lens."*

**Graham Worsnop** forwarded several postings from Facebook suggesting that the photo was from the mid-1920s, and another source advised that it was probably either 1925 or 1926. **Howard Quayle** believed that that the 3-foot gauge terminus at Ravenglass was demolished in 1927 and River Esk was built by Davey, Paxman & Co. in 1923, so the photo must have been taken sometime in these four years. Another Facebook posting noted the loco shed had the short-lived single-road chicken coop style extension in the background.

**Mike Woods** on Facebook commented on the interesting coupling arrangements

at the front of the loco. **Graham Worsnop** advised that it was the Heywood flap coupling for wagons, which is still in use today, with a socket for the bar and pin used for the carriages. Rather than use a dual coupling, the railway still use a 'L' bar in a wagon which fits into the socket and is secured with a pin and a blocking bar in the wagon to keep the 'L' bar solid.

**Graham Worsnop** advised that the CRA records didn't have the details of the person who took the photo, but it was referenced as M00420. The photo was of 2-8-2 River Esk outside the shed, taken around 1930. Graham added that this belies the true information in this image. It is indeed River Esk, and it is outside the engine shed, but it is as delivered from

Davey, Paxman Ltd. of Colchester in 1923 with their patent valve gear and Lentz poppet valves. These were removed and replaced with conventional piston valves and Walschaerts gear in 1928 by the Yorkshire Engine Co. of Sheffield, who also fitted the 0-8-0 Poultney powered tender. This chassis was removed in 1931 (and eventually went under River Mite) and the tender ran set high on a pair of bogies until it was renewed in 1970. The doors on the rear of the tender, which were for access to the steam pipework to the cylinders, also remained until that time. The precise date of this image is unknown, though a better indication of the date and the identity of the photographer has been obtained during this challenge.



## Challenge No. 148

*"A crab in a rural setting."*

**Derrick Codling** was interested in the consist of the train, which had a modern bulk cement vacuum brake wagon next to the engine and quite a big load in the third wagon, whilst the fifth wagon either had nothing or a very low load. There also appears to be a number of identical vans further down the train, and towards the rear a single tank wagon. **John Pickup** noted the Palvan Shocks in the train and wondered, like Derrick, whether these would be carrying tin cans, adding that the vans had the doors offset to the end which made them less than perfectly balanced. Derrick agreed with the unsteadiness of the wagons and that they were prone to derailling, which led to their suspension being modified and a maximum speed being applied.

**John Pickup** identified the location from his childhood days of travelling between Burnley and Penrith, which would take them along the A65 and past this location, which was between Long Preston and Settle Junction. The Crab and its train were travelling south.

Derrick also noted the lack of railway telegraph poles and no sign of a low level cable route, which seemed strange. John advised that there used to be a string of double-poles at this location, which were certainly there in 1958, possibly as late as 1962, but had gone by 1964.

**Graham Worsnop** confirmed that the photo was by Peter Robinson (14e13) taken at Long Preston with LMS 5MT Crab 2-6-0 No. 42905 working a southbound goods, taken on 14th June 1963.



At the same location, some 26 years later, Class 47, No. 47444 'University of Nottingham' in BR Large Logo livery rumbles towards Long Preston with the first Up train from Carlisle, 1E09 06.34 Carlisle to Leeds on 30th September 1989. Peter Smith.

## Challenge No. 149

*"When you hear the rumble – stand back!"*

Initially only a couple of people responded to the Challenge and some of those contained cryptic clues, such as "And mind the candlestick doesn't come tumbling down on you!" which was followed by "don't stand back too far or you'll get more than your feet wet!" Finally, a post on Facebook stated that it looked like Whitehaven Harbour.

After **Graham Worsnop** advised that the photo was taken by Peter Robinson (7a00) at Whitehaven Harbour at the foot of the 'Howgill Brake' in July 1960, **Ken Harper** asked whether coal coming down the Brake was only loaded into ships or was some transhipped to LMS/BR metals on the harbour? Graham believed it was both, as he recalled watching the coal loader tipping wagonloads into waiting colliers in the harbour, but recalled that wagons also went round to the Exchange Sidings by Bransty. **Allan Beck** confirmed Graham's thinking, adding that the coal was sent to the Exchange Sidings at Bransty for onward movement to Roosecote Power Station in Barrow. Allan also thought that some of the coal went to the steel works at Workington. There was also spoil sent down the incline and this was dumped behind Bransty signal box via a trestle





bridge and straight onto the North Shore. Following a landslide near Haig Colliery, which closed the incline, a conveyor was installed to a loading bunker on the harbour side, which allowed HAA wagons to be loaded; these were then taken to the Exchange Sidings at Bransty by a NCB loco and then would be tripped to Corkickle Cleator Sidings by a BR loco to be made up into a full train for onward movement to Fiddlers Ferry Power Station.

**Ken Harper** then asked whether BR wagons, latterly HAAs, would have used the Brake, or did they only use NCB wagons and tipped the product into the BR wagons via some sort of bunker/loader on the harbour. **Peter Holmes** advised that Howgill Brake and the Haig-Ladysmith railway were used by both NCB and BR wagons. Coal went from Haig to Ladysmith for washing in NCB wagons, and the washed coal from Ladysmith was despatched in NCB or BR wagons depending on whether it was for shipment from Whitehaven, or travel further afield. **Allan Beck** added that the HAA wagons were only loaded by bunker (next to where the Beacon Museum is today) on the harbour side after the Howgill Brake closed and was replaced by conveyor.

### Challenge No. 150

*"Super LMSR power heads south."*

**John Dickie** noted that the photo showed that Barrow loco No. 42581 was ready to provide assistance to the Patriot up Lindal Bank, with Abbey Road bridge and the Post Office in the background. **Les Gilpin** noticed the stockpile of coal for Buccleuch Street Power Station in the background, which he believed closed in 1961. **Howard Quayle** advised that the last figures for power generation at the



**Howgill Brake (083f21). Taken by Peter Robinson on 2nd September 1967.**

Corporation Power Station were provided in 1959, so closure would have been in that year or 1960. **Graham Worsnop** confirmed that it last generated in 1959 and was formally decommissioned in 1960, adding that there were usually some months between final operation and formal decommissioning.

Howard noted that the correct name for the box was Barrow Central South (although Barrow South was commonly used), which closed on 24th May 1970 following track rationalisation at Barrow Station and the need to strengthen Abbey Road bridge in the background. Howard pointed out the tower with the pinnacle (left, above roofs) was the Coliseum cinema, which closed in 1964 and was one of many in Barrow. Les recalled as a lad the cooling tower was a landmark when entering Barrow, together

with the painted advert for the "Cooperative Café five minutes from the station."

Regarding the train, Howard reminded us that we had been here before regarding the Class 2 lights for workings over the Furness line, etc. The flowers in the foreground suggest that it is summer, and the line is running more or less south-east at this point, so the working could be the 1.0pm Barrow to Euston with Through Coaches from Workington, and the Stanier tank would be detached at Lancaster Castle.

**Graham Worsnop** advised that the photo was taken by Bill Worden (WOR006) of LMS 4MT 2-6-4T No. 42581 and LMS 6P Patriot 4-6-0 passing Barrow Central South box on an Up Passenger service with wagons in the power station sidings in the background. Dated 1950s.





## Challenge No. 151

*"Is it an elf or a hornet on the flat?"*

**Derrick Codling** gave us some more cryptic clues and believed that the D200 Type 4 was delivering the products from the Midlands to the central belt in Scotland, adding that the caption teased us about a mini problem, but living the life of Riley in retirement you may, in winter, need to wear a Woolsie (noting the spelling mistake).

**Howard Quayle** was able to add more information on the car types being carried. From left to right they were a Morris 1000 van, Mini-Van, Mini (basic?), Mini De Luxe, Riley Elf (could be Wolseley Hornet, as the radiator of the car wasn't clear), a Morris/Austin 1100 Mk.1, a Morris Oxford, a Bedford CA van and a strange one, which appears to be part of a CA converted to a camper, i.e. the Dormobile, but these were normally despatched from Luton as chassis to the specialist coach-builders.

Turning to the train, Howard believed it could be 3S49 15.16 (TThSO) Kings Norton to Bathgate and supported by the fact that Kings Norton vehicles were normally loaded with their boots / rear doors facing the direction of travel.

**Derrick Codling** and **Ron Herbert** confirmed that the train was heading north over Barley Cop Lane between the River Lune Intermediate Block Signal (IBS) and Morecambe South Junction. Ron added that the field in the foreground was now the



site of Lancaster Crematorium, which may have been built shortly after the photograph was taken. **Brendan Sweeney** advised that the Crematorium opened in 1963.

Howard thought that the date of the photo must be pre-October 1967, as the 1100 Mk1 ceased production in October 1967, and the Bedford CA van shortly afterwards. Howard thought that some people might find it strange that GM and BMC products were on the same train, but his understanding was that these carflats were operated by 'third parties' and that, although operated primarily for BMC, other

car manufacturers could book space on these workings if available. Narrowing down the dates further, Howard later advised that the Morris 1100 Mk 1 began series production in September 1962, which was around the same time as half-yellow warning panels were being applied to the existing BR diesel and electric loco fleet. The EE Type 4 in the photo had these panels.

**Graham Worsnop** advised that the photo was by Les Brough (BRO266) taken south of Hest Bank of a Class 40 working a Down Goods (cars), taken in the 1960s.



## Challenge No. 152

*"Can so much have changed in such a short time?"*

Strangely, it was mid-morning before the first response came in, with **Ron**

**Herbert** asking "where were all the regular investigators?", adding that the photo was at Maryport Docks. **Howard Quayle** believed it was Maryport, but couldn't identify the housing location in the background. **Allan Jones** confirmed

Ron's thoughts, with the building on the right being next to the turntable. Allan suggested that the photo was from the mid-1960s, which was long after the dock lines had served their purpose, and thought that the Black 5 could be removing some empty

mineral wagons which had been left there for years.

**Graham Worsnop** advised that the photo was taken by Peter Robinson (39a00) of LMS 5MT 4-6-0 No.44982 at Maryport Junction Yard on 13th October 1965.

### Challenge No. 153

*"There were some very short trains 50+ years ago."*

**Derrick Codling** spotted the P-way speed restriction on the Down Main and perhaps the photographer's car parked near the remote garage on the left, adding that the signal box in the distance may have been built by a company north of the Border. **Ron Herbert** stated that all we needed now was the West Coast Postal crossing the border, whilst **Keith Fenwick** thought it was slightly early for the Postal, thinking it was more likely to be between 6pm and 7pm on a summer's evening.

The 4-aspect signalling intrigued **Howard Quayle**, noting that the over-slung bracket looked to be on a newish support column. **Richard Foster** advised that the colour light signalling was part of the Kingmoor Yard and Kingmoor PSB resignalling, which saw four-aspect signalling installed on the main line. **Ken Harper** advised that the resignalling took place on 18th February 1963.

Regarding the train, Derrick thought the Class 5 was hauling a BCK. **Tony Jenkinson** had looked at the 1960/1961 and Summer 1964 WTTs and couldn't see any likely workings at the time. Tony wondered whether it was a workman's train



from Easttriggs, or perhaps it was a special ran by the Control during disruption. Having looked at the photograph more, Derrick thought the coach was in fact a BSK with very clean windows and wondered whether it had been propelled to a work site on the GSW. Keith advised that there was a regular single coach working from St Enoch at around 4.45pm in 1964/1965 with the train attaching several more parcel vehicles as it ran via Kilmarnock to Carlisle, but it did not convey any passenger coaches.

**Graham Worsnop** advised that the photo was taken by Peter Robinson (32b08) of a LMS 5MT 4-6-0 working a St Enoch to Carlisle local at Gretna Junction in July 1965.

### Challenge No. 154

*"Is this how the Yanks referred to us?"*

**Tony Jenkinson** told us that the nickname for the Skipton to Carlisle pick-up goods was 'The Limey', as it served the quarries and lime works along the route. He identified the location as just north of Ais Gill Summit with the Up Distant in view.

**Graham Worsnop** advised that the photo was taken by Peter Robinson (34d15) of a LMS 5MT 4-6-0 hauling two wagons and a brake van north of Ais Gill, taken on 21st August 1965.

**David Hunter** noted that the date was a Saturday and according to the Summer 1965 Freight WTT for Skipton to Carlisle





the train could have been 7L34 10.40 (SO) Skipton Down Goods to Carlisle Down Yard, which called at Settle Junction (to shunt), Horton (12.07-12.40), Ribbleshead (12.52-13.12), Blea Moor (13.18-13.24 for water), Appleby (14.28-15.02 for water and change crew), and then it ran non-stop to Carlisle Down Yard arriving at 16.15. There was a corresponding Up working 7P68 13.05 (EWD) Carlisle Up Yard to Skipton which called at Appleby 14.50-15.18 for water, and David wondered whether the Skipton crew returned home on this working. On a weekday 7L34 ran later, departing Skipton at 13.45 and arriving into Carlisle at 19.56.

**Derrick Codling** reminded us that 60 years ago the three man team would be shifting under 32 tonnes of lime, and that today we might see either a rigid tanker or an articulated one driven by one man who had connected the vehicle's pipes and in a few minutes transferred the load from a storage hopper, adding that "How times have changed." David remarked that today's trains would see 20 or more loaded wagons from the quarries.

### Challenge No. 155

*"Once the Friars would gaze on this as they walked from Derwentio."*

**Derrick Codling** wondered about taking a walk from Friargate to the opposite side of the city where the unit was built, in Derby, but then decided that perhaps a walk from Wigton along the River Ellen to Papcastle may be a better option. **Howard Quayle** was thinking that the photo had been taken from, or near, the old A595 with the River Derwent behind the train and Papcastle village (the site of Derwentio Roman Fort) was in the background. Howard also confirmed that the photo was taken about a mile east of Brigham on the former Cockermouth & Workington Railway



Image 'colorized' by James Ingrams

and thought it had been taken between 1955 and 1958.

**Graham Worsnop** advised that the photo was taken by Peter Robinson (6b11) of a Derby Lightweight DMU heading west, taken just east of Brigham in April 1960. Graham added that there is a footpath which is marked on OS maps as 'Friar's Walk' from Papcastle down to the River Derwent and along to Broughton Bridge.

### Challenge No. 156

*"A special request for this."*

Both **Derrick Codling** and **Les Gilpin** identified the vehicle as an ex-Midland electric car and noticed that the pantograph and the red warning board which had the messages about the dangers of electricity were missing. Les and Derrick wondered whether the photo had been taken at Morecambe Promenade, **Ron Herbert**

thought it could have been taken in the carriage sidings.

**Graham Worsnop** advised that there was not much information about the photo, but it was taken by Pearsall (PED089), possibly in 1950, of a stored LMH coach at an unknown location. **Howard Quayle** couldn't find any details showing the early withdrawal of any of the original Midland Railway Lancaster, Morecambe, Heysham (LMH) EMU vehicles, so suggested that the date of the photo would have been 'February 1951 or later', adding that the vehicle in the photo was one of the 60-foot Saloon motor coaches. Discussions followed with some additional photos being added, but this still didn't identify the location of the Challenge photo.

