

# The 'Lockdown' Challenge

## Challenge Images No. 13 — Numbers 157 to 169

As the lockdown and restrictions continued to ease so did the 'Challenge' series. From April 2021 the Challenges went weekly, keeping the interest going on the Chatline. 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 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 during the following weekend, 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. 157

*"The opposition hadn't arrived by this time."*

**Tony Jenkinson** wondered whether 'the opposition' related to the introduction of diesel or electric traction on the railway or if it was a reference to a sports event. As Carlisle United had just won their match that night Tony decided to develop the sport theme. Having seen a picture taken at Grayrigg by Ivo Peters illustrating a train taking Liverpool supporters to Glasgow for

a European Cup Winners Cup semi-final match in April 1966 Tony guessed that our picture showed another 'special' taking fans to that football match. **David Hunter** wondered whether 'the opposition' was the M6 motorway and pinpointed the location of the picture as being close to milepost 27 between Grayrigg and Lowgill where the motorway is very close to the railway. He added that it was a very stark difference to today's scene. **Howard Quayle** commented that Mr Wainwright once stated

that the Howgills were the humps that were good for tramping over when you got too old for the real stuff further west!

**John Pickup** agreed with David on the location, but didn't think that the state of the trees in full leaf looked like Westmorland in April. John did think that the loco looked mucky enough for the year to be 1966, and it looked as if there was an electrification flash on the firebox just peeping out in front of the cab. John also thought the leading carriage window had the train's reporting

number displayed. Looking at the size of the cab-side numbers, which were smaller than the larger Scottish ones, John thought it could be an English loco.

**Tony Jenkinson** also noticed that the distant signals in the photo (Grayrigg's Up Distant (nearest) and Low Gill's Down Distant (farthest)) had white posts. However, in the 1950s these had black and white painted posts designed to improve sighting during poor weather conditions.

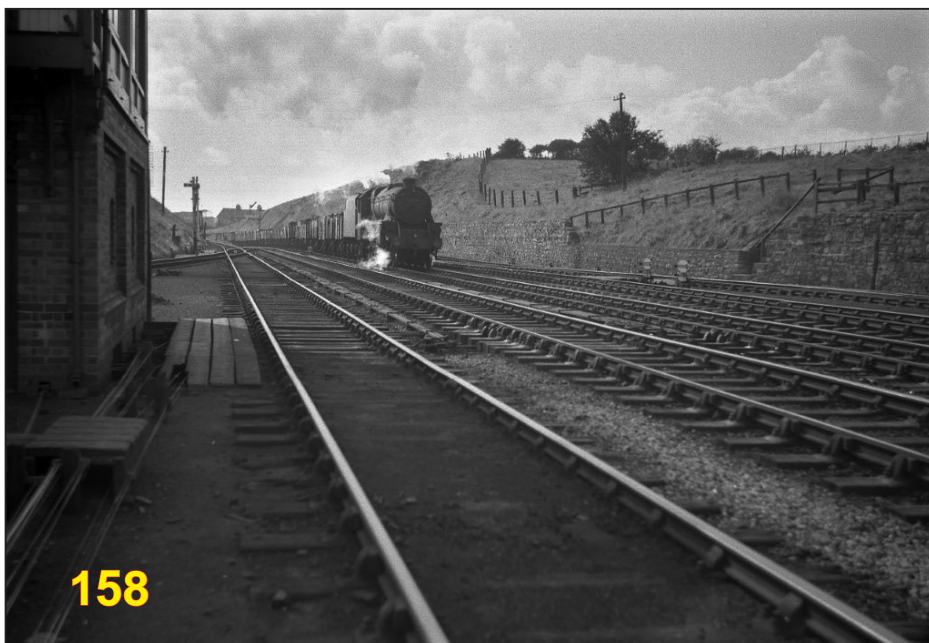
**Graham Worsnop** advised that the photo was taken by Peter Robinson (020c02) of LMS 5MT 4-6-0 45101 working a Down passenger train south of Low Gill on 28th July 1963.

### Challenge No. 158

*"Hopefully, the Black 5 won't fall into a hole."*

**Tony Jenkinson** pointed out that some 13 miles further on, the train would pass close to a village with the same name as the Challenge photo location, but it would have an 'e' tagged onto the end of the name and that there would be a golf course next to the railway. **Les Gilpin** thought the 'Black 5' would be cresting the Furness Railway's summit with a train of empties, given that there was no banking loco on the rear.

**Derrick Codling** advised that one box had to close during the savings made in the 1970s, and, as Ulverston still had an active goods yard, the box in the photo was the one which succumbed to the cuts. **Howard Quayle** confirmed that the closure of Lindal Ore Sidings box was on 6th March 1978, and he seemed to recall that some of the components of the signalling system were German and required specialist S&T maintenance. Les wondered about the 'German barrel' levers actually being from Germany, as he believed they were used elsewhere on the LMS and were installed for points that were too far away from the box for a signalman to pull using the normal levers and rodding. He added that in the Lindal case the points were previously operated by Lindal East box. **Richard Foster** advised that the turnover levers and double wire working with levers, as seen in the photograph, were pretty common in Europe — in many areas frames of this type were the standard, just as lever frames were in the UK. Richard added that they worked perfectly well, hence the reason they are often referred to as 'German Barrel'. The levers work through 180 degrees or more, hence the need for name plates on both sides. The Midland Railway took an interest in the system, because it was considered to have advantages in places like marshalling and goods yards where rapid operation of points was needed to maintain rapid shunting. They developed their own design of turnover lever, and did indeed make whole lever frames of this type for installation in boxes at big yards such as Barrow Hill and Rowsley. The two wire system had the advantage that points could be worked further from the box than with mechanical rodding, so it had a role where points were too far away, or long loops were needed, thus avoiding the



When Lindal East and Lindal West were amalgamated into a new box at Lindal Ore sidings on 26th November 1939 the entrance to the Down loop and exit from the Up loops were too far away for conventional point rodding. A continental system of wire operated points was used instead. Here the barrel type levers are shown. Motor points replaced these wires shortly before the box closed in 1978. They had a reputation amongst older signalmen of being difficult levers to operate.

Geoff Holme Collection.

need for two boxes. The LMS developed a variation of the turnover levers to do this, including facing point locks of course, and installed a number of sets in the 1930s, of which Lindal was one. The problem with such installations, where there is only one

set on a district, is familiarity of the local people in operating and maintaining them, and the difficulty of obtaining spare parts. Hence over the years they all disappeared through replacement or box closures. In the early days the Midland also had a very



simple form of turnover lever that they used to work the signals at some level crossings that only had a crossing keeper.

**Graham Worsnop** advised that the photo was taken by Bill Worden (WOR034) of LMS 5MT 4-6-0 No 45133 working an Up Goods train approaching Lindal Ore Sidings signal box on 14th September 1957.

### Challenge No. 159

*"Even the milk subject could be brought into this image."*

**Les Gilpin** recognised the North Eastern Region location with the London Midland Region line to the left and the former Midland shed just out of the shot on the left. **John Pickup** believed that the Sulzer 2 (Class 24) and its train of mineral empties were heading towards Newcastle on the main line, adding that the loco was mostly likely to be one allocated to Gateshead depot, as they had D5096, D5097 and D5100 – D5113 allocated from new.

The track layout and signalling confused Les a little, as it looked as if the loco with its brake tender was pushing the train towards Carlisle. However, John advised that the train was heading towards Newcastle, and the line to the right was effectively a goods loop and the exit from London Road High Yard — it ends in a buffer stop up against Durrhill Road bridge, from where the photo was taken. John pointed out that the signal in the photo controlled the main line, and it looked to have a subsidiary signal for controlling the exit from the loop. **David Hunter** commented that he had never realised that the lines on the far right ever existed. **Ken Harper** added that in Steven & Jeff Davidson's book 'Rails Across Carlisle' there is a photo taken from an aeroplane (in 1968) of the 1956-built Metal Box Factory (Botcherby) which shows the railway connection from London Road High Yard. The text states that 'Railway works include the construction of an embankment from the main line sidings for nearly 1 mile of track, and there is a turntable for the turning around of wagons inside the factory'.



The Diesel Brake Tender (DBT) caught **Howard Quayle's** eye and he wondered if it was from either Gateshead's or possibly Thornaby's allocation, adding that he had only ever seen one image of the DBT inserted between the loco and train. A discussion on Facebook added that the DBT was attached to help increase brake force available to the driver on unfitted freight trains, as otherwise the only brakes would be those on the loco and the guard's van. **David Gibson** added that the brake tenders were semi-permanently coupled to the loco, so they could be pushed or pulled. David added that the tender in the photo is a Diagram 1/555, which ran on Gresley bogies reclaimed from redundant coaching stock. When built they were fitted with screw couplings, later replaced, as in the photo, with a three-link and an instruction written on the bodyside that 'Coupling of attaching vehicle to be used'. There was also a recess above the right hand buffer at one end which housed a screw coupling for emergency use. The tenders were filled with scrap metal and concrete to improve braking power. None were preserved, but a replica has been built by Railway Vehicle Preservations (RVP) Ltd and runs on the Great Central Railway. The photo

was taken from the NER overbridge at Durrhill, built to replace the level crossing at that location when the Midland line was constructed in the early 1870s.

**Graham Worsnop** advised that the photo was taken by Peter Robinson (046b06) of a BR Class 24 with brake tender passing Durrhill on a goods train to Tyne Yard in March 1966.

Interested in the railways  
of the north west?

The Cumbrian Railways Association  
covers all aspects of rail transport in  
Cumbria and the surrounding areas.

Membership details can be found on  
our web site at  
[www.cumbrianrailways.org.uk](http://www.cumbrianrailways.org.uk)



### Challenge No. 160

*"Former CRA member's childhood home among the steam."*

**Peter Atkinson** was confident that the location was just to the south of Woodend with Longlands Lake behind and a tree-free Dent. **Howard Quayle** asked if the 'former CRA member' was the late Martin Willey, whose family home backed diagonally across the track onto Woodend station. **Graham Worsnop** confirmed this. **Allan Beck** thought that the loco was one of Workington's 4MTs and agreed with Peter that it was south of Woodend Station.

**Graham Worsnop** advised that the photo was by Peter Robinson (9046b08) taken south of Woodend of LMS 4MT 2-6-0 on a local trip goods on 11th March 1966.



## Challenge No. 161

*"Heavy haulage combined with heavy civil engineering."*

**John Pickup** asked Ken Harper if the photo was just south-west of where he started his BR career and whether the box shook whilst they were digging. **Tony Jenkinson** guessed it was construction work for a bridge which would carry the railway over 'the competition' (as it was termed in a previous Challenge), noting that the single line to the heart of 'The Lakes' was in the background.

**Howard Quayle** wondered what the Bedford CA van was doing on site, adding that it would have had a bumpy ride to get there, but at least the ground was dry.

**Graham Worsnop** advised that the photo was taken by Peter Robinson (047c07) of a BR 9F 2-10-0 No 92043 just south of Penrith whilst it was working a trip goods for the M6 motorway works. The photo was taken on 12th March 1966.

**Ken Harper** added that the location is about 200 yards south of where he started his BR career on 3rd August 1965, and, in the same week, the Irish contractors arrived to set up the site to construct the M6 bridge. They lodged in old coaches stabled on a siding where the car park for 'Home Bargains' is now. The Challenge photo shows the progress some eight months later, on 12th March 1966, which was a Saturday and he was on duty 12 hours (07.00 - 19.00) in Penrith No. 1 box. Ken thought the train may have been



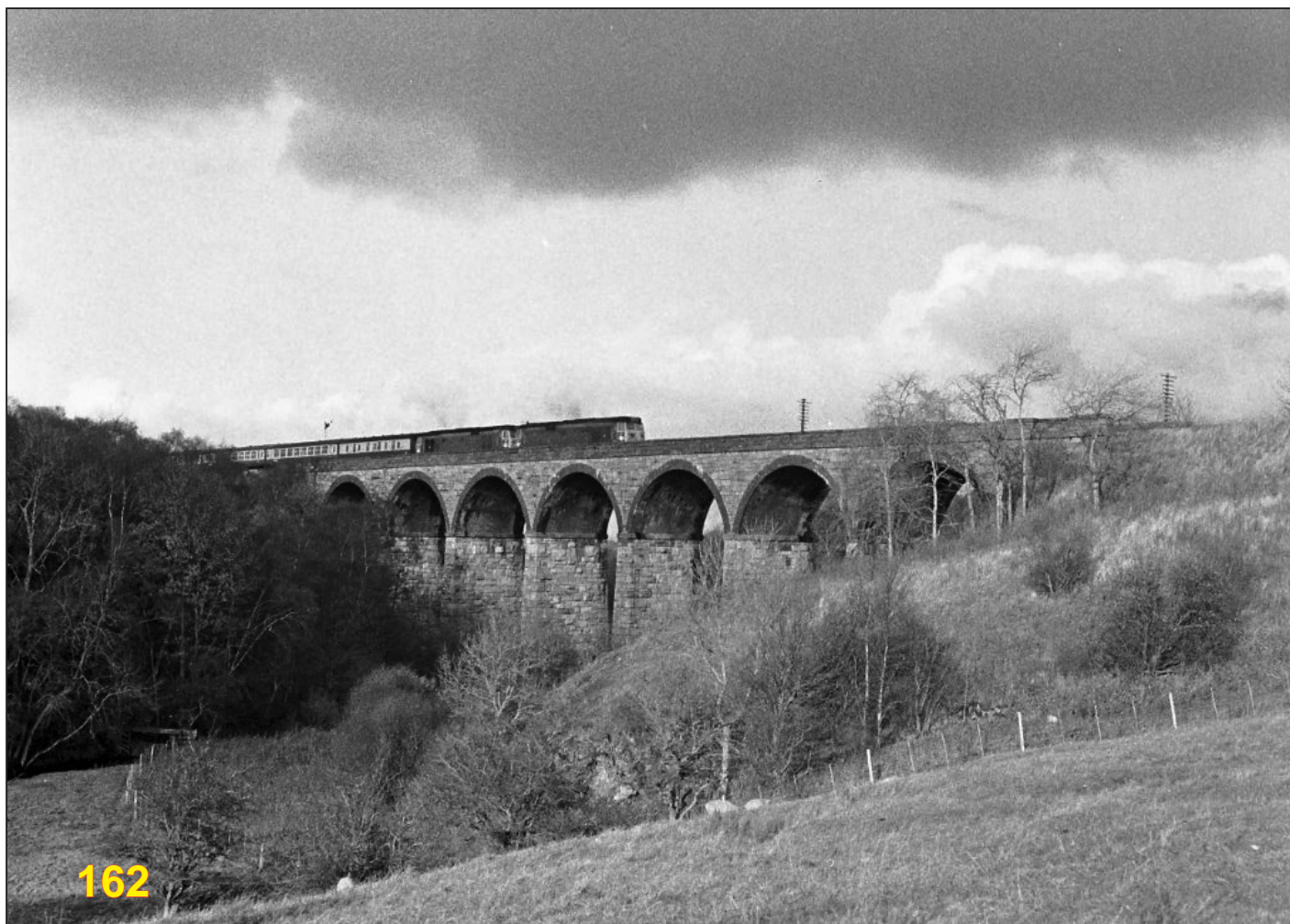
the Carlisle Yard to Harrisons Sidings trip working, although it may also have been a ballast train unloading material for the bridge construction. If the latter, it would have been working between timetabled trains, and, as it was within Penrith No. 1's station limits, it would have been able to set back into the yard when necessary.

## Challenge No. 162

*"Super power heads an express to the south."*

**Tony Jenkinson** had spent some time

looking for the location, and, after ruling out viaducts on the WCML in the Penrith area, suggested the picture showed Griseburn viaduct on the Settle & Carlisle line with a diverted WCML train crossing. **Peter Smith** agreed and believed it would most likely be a Sunday in the early 1970s when services were routed from the WCML over the Midland whilst electrification and modernisation work took place. Peter advised that the 1971/1972 timetable showed that 1M35 09.55 Glasgow to Euston, 1M19 11.55 Glasgow to Euston and 1M46 13.55 Glasgow to Euston were





being routed via the S&C and were booked to be worked by two class 50s.

**Graham Worsnop** advised that the photo was taken by Peter Robinson (A38c07) of two BR Class 50s with a diverted WCML express at Griseburn Viaduct in 1972.

**Ken Harper** added that the viaduct wasn't the most photographed on the S&C and that the 'Griseburn Ballast Sidings' nameboard seemed to take up the full length of the front of the box, and other than 'Derwent Haematite Ironworks' he asked if there were any longer signal box names in the county. **Geoff Holme** noted that the shortest in the county would have been Cark, which was abolished in 1998.

Ken also asked if the small quarry opposite Griseburn box was opened to supply ballast for the construction of the line. **David Hunter** advised that according to Anderson & Fox's book 'Stations and Structures of the Settle & Carlisle Railway', the sidings opposite the box were used to quarry stone for use as ballast on the railway from the late 1880s until World War I. The diagram in the book, which was dated 1912, shows a Blacksmith shop (disused) and a couple of sidings with the quarry located behind.

### Challenge No. 163

*"Will the sand do its job – if required?"*

**Derrick Codling** thought that the sand drag would be fine as long as the train wasn't too heavy and was going less than 10mph, otherwise the new box and probably the signalman would never be the same again! A Facebook posting believed that the box was an ex-Cheshire Lines Committee structure, which **Richard Foster** confirmed and wondered whether it was a deliberate plot to try and confuse historians!

As we discussed in a previous Challenge, Richard confirmed that the box at Furness Abbey was there as part of the tunnel works between 1956 and 1959. **Peter Holmes** reminded us that the Up and Down lines were interlaced through the tunnel while the re-lining work was being done. The box was a temporary one on the former island platform. Peter



thought that the siding joined the Up line and crossed the Down line by a single slip, but the curvature of the siding in the photo gives the impression of a simple facing connection with the Down line. Peter also confirmed that the box was the one at Furness Abbey.

**Graham Worsnop** advised that the photo taken by Bill Worden (WOR051) was of LMS 4MT 2-6-4T No 42367 working an Up Passenger service past the temporary signal box and former station at Furness Abbey, dated 1958. **John Pickup** wasn't sure about the loco details being correct as 42367 was one of the Fowler 2-6-4Ts which had a simple cut-out window with no glazing, whereas the loco in the photo seemed to be one of the later locos which had a side-window cab. John added that in 1958 No 42367 was allocated to Willesden so he didn't think that this was the loco pictured at Furness Abbey. **David Stubbins** advised that the handwritten list provided by Bill showed the photo recorded as 'Class 4 tank No 2376 at Furness Abbey in 1958'. After further thoughts regarding the loco's side window arrangement, the discussion ended without a definitive answer to the

mystery of the loco's identity.

Regarding the train, **Howard Quayle** thought the weather in the photo looked to be a damp summer's day, and the six coaches visible all appear to be MK1s, with five in all-over maroon. He added that the train is displaying Class 1 lights. Howard ruled out this being a Carnforth local, and, looking at his timetable for 16th September 1957 to 8th June 1958, thought the possible contenders could be one of the following: the 6.58am Barrow to Manchester Victoria, the 9.0am Barrow-Euston (but thought this working normally carried above-windows carriage boards), the 1.0pm Barrow-Euston (again the train normally carried carriage boards and was a tender-loco diagram), or the 3.23pm Barrow to Manchester Victoria. Howard wondered whether it was the 9.0am ex-Barrow. **John Pickup** reported that the 1958 Summer timetable had some additional trains listed, including the 9.28am SO Barrow - Preston (11/7-6/9 only), the 10.10am SO Barrow - Manchester Victoria (28/6 - 6/9 only) and the 1.45pm SO Barrow - Manchester Victoria (5/7 - 30/8 only).

### Challenge No. 164

*"The days when we took through trains for granted."*

**Eliot Andersen** thought the location was just south of Workington Main station with the photo being taken from Annie Pit Lane (now Bessemer Way) looking North-North-West. Eliot also suggested that the train was running south and would be travelling further afield than Barrow — perhaps a through working to Manchester or Euston.

Regarding the working, **Ron Herbert** believed, based on the angle of the sun, that the train was 2J87 13.03 Workington to Manchester Victoria, which ran as 1J56 from Barrow. **Tony Jenkinson** compared the journey times between the 1963 and the current 2021 Summer timetables, discovering that the 13.03 departure from Workington in 1963 arrived Manchester at 6.12pm, whereas the 12.59 departure





in today's timetable arrived Piccadilly at 16.58 with a change required at Barrow of nine minutes. Comparing the Workington to Euston journey times, in 1963 it took 8hrs 25 minutes as a direct train, whereas today's journey takes 6hrs 15 mins with a change of trains.

**Dave Stubbins** and **John Pickup** agreed that the loco was a 'Black 5' with the number beginning with '44', and that the loco had a 'forward top feed' boiler that had originally been fitted to locos numbered below 44800 — though some were moved to earlier engines during major overhauls, especially those engines that had been repaired at St Rollox. **Andrew Naylor** was able to identify the loco as No 45364, which **Tony Jenkinson** advised was a Workington and Kingmoor loco in the 1960s, and when it was built in 1937 it would have had a boiler with sloping throat plate and the top feed position immediately in front of the dome. Tony added that St. Rollox

works was known to have swapped boiler types on Class 5s more often than English workshops. In some photos from 1963, No 45364 is shown fitted with a bufferbeam-mounted snowplough, although by 1966 this had been removed. **John Pickup** agreed that the loco was 45364 and added that the forward top feed boiler was done during a General Repair ending on 9th December 1961. John did find it a bit odd that the loco modification was done while it was allocated to Workington. It had moved there from Kingmoor in March 1961 and it went back to Kingmoor in March 1963. **Tony Jenkinson** discovered that St. Rollox Works was regularly repairing Kingmoor Class 5 engines, even after the depot was transferred from the Scottish to the London Midland Region. This continued up until mid-1962, and from then on the (decreasing) number of steam locomotives receiving attention there were almost all from depots in Scotland — with an

increasing number of diesel locomotives being present. However, Cowlairs seemed to start repairing steam locomotives from all over the LMR in late 1963, and there is an interesting list of locos from English sheds repaired there in 1964 / 1965 and up until July 1966, including several 'Cumbrian' Ivatt class 4 2-6-0s, a couple of Carnforth's 2-6-4Ts and some 'Black 5s' from Lancaster, Barrow and Carnforth, as well as those based at Kingmoor. The loco in the Challenge photo was recorded to be at Cowlairs in September 1964 and in June 1965.

**Graham Worsnop** advised that the photo was taken by Peter Robinson (047d14) of LMS 5MT 4-6-0 No 45364 working the 13.03 Workington to Manchester Victoria south of Workington on 18th March 1966.

### Challenge No. 165

*"Could this junction be used more frequently in the future?"*

**Ron Herbert** advised that he travelled over the line in 1963 on 1X85, but his train was being pulled by a steam loco not a Type 4. He then explained that the only other time he travelled over the line was on a Class 47 that was travelling light loco between Carlisle and the MOD depot at Longtown following an incident involving a train passing a signal at danger. This was signal CE508 which protects the junction at Mossband and entrance onto the branch. **Howard Quayle** had only made one trip over the route and this was back in the summer of 1965 on an excursion from Carlisle behind a 'Black 5'. **Dale Howcroft** had been the driver of the most recent passenger service to operate on and off the branch, which was the charter train to celebrate the 40th anniversary of Carlisle PSB in 2014.

**David Hunter** posted a photo of Mossband Junction taken in 2016 during a cab ride to Longtown MOD. Apart from a few more trees along the lineside, very little had changed.

**Graham Worsnop** advised that the photo was taken by Peter Robinson (041b09) of a BR Class 40 bringing an Up Goods off the Longtown chord at Mossband Junction in October 1965.

**Mossband Junction taken on 31st March 2016 from the cab of 66221 whilst working the Longtown trip. The junction on the left is the point where the Up Goods diverges off the Up Main, whilst the branch curves off to the right. The brick building is still in the same location.**

**David Hunter.**





## Challenge No. 166

*"Od on marra, tha might need a barra to shift this lot to mak a nature reserve."*

The bulk of responses to this Challenge were more to do with the caption and the use of the term 'marra'. There was a view by some that 'nowt good comes south past Black Coombe', whilst others researched the history of the word and that it may have been used in the North East as well as certain parts of Cumbria.

**Derrick Codling's** access to Google Translate appeared to be limited but **Ron Herbert** confirmed the location as Crab Marsh on the Hodbarrow branch. **Peter Holmes** agreed, adding that the camera position was around grid reference SD189796 facing north-west, with Duddon Villa in the background, Millom Ironworks just out of sight to the left, and 'The Pier' on the right.

**Graham Worsnop** advised that the photo was by Pearsall (PES362) of LMS 4F 0-6-0 No 44487 shunting at Hodbarrow on 19th July 1961. **Tony Jenkinson** added that the photo's location appeared to have been close to the access drive to Millom UDC's 'Infectious Diseases Hospital', a reminder of previous attempts to ward off pandemics.



## Challenge No. 167

*"Typical country trip working."*

This Challenge had a few people guessing the location. **Derrick Codling** was going round the bend trying to read the number on the smokebox, and thought it might have been 43008 of 11B (Workington). **Tony Jenkinson** thought the Ivatt Class 4 2-6-0 was working on a rural line discussed previously, perhaps Mirehouse – Egremont – Sellafield, and

suggested that **Allan Beck** might know. However, Allan didn't think it was West Cumberland.

Meanwhile, **Graham Worsnop** and **Stephen Leece** couldn't place the rolling countryside if it was West Cumberland. However, **Eliot Andersen** had spent an inordinate amount of time scouring over old maps to try and work out where a single overhead power line crossed a single track railway and thought he may have found the location. Having ruled out Distington



on the C&WJR main, heading towards High Harrington as the line was double tracked and also the climb from Bain's Siding to Lowca, Eliot picked up on the propensity for a play on words in the caption with the word 'country' and wondered whether it was a cross-border railway. Having looked further at some maps, Eliot believed that the photo was taken on the Langholm branch, just north of Canonbie, with the train heading north. **John Pickup** agreed with Eliot and thought the date of the photo would be from 1963 onwards, as the second vanfit has the 'boxed' style lettering, which he believed was introduced then or in 1964.

**Graham Worsnop** put everyone out of their misery and congratulated Eliot on his detective work by confirming that the photo was taken by Peter Robinson (051e15) of LMS 4MT 2-6-0 No 43028 south of Gilnockie whilst working a Longtown goods trip on 2nd May 1966.

### Challenge No. 168

*"A scene that can be witnessed today – with modern traction."*

**John Dickie** wondered whether the photo had been taken before things went nuclear nearby. **Derrick Codling** added a third cryptic clue to the caption, that as the Challenge was '1 x 68' whereas today's photo would often see '2 x 68' topping and tailing a freight of one or more wagons. **Les Gilpin** added that the loco in the photo would have been replaced largely by Spanish locos with maps on their sides, and the signal box would go up in smoke and need rebuilding in a similar style to its predecessor.

**Howard Quayle** had consulted his 1923 WTT for the LMS Furness & West Cumberland Districts, which showed a 12.45pm Millom to Whitehaven Corkickle Class G (Working No.W2) calling at

Sellafield between 3.05pm and 3.15pm and running via Nethertown and St Bees. Howard noted that this was the only Down Class G working which served Sellafield, and added that the light in the photo would seem about right for the time of day. Taking note of the '101' disc on the front of the loco, **Ron Herbert** checked the Barrow District Trip book for 1953 as well as the WTTs for 1955 and 1956, but found that Target 101 wasn't used or shown, suggesting that Howard was probably right in the fact the photo was taken earlier. **John Dickie** thought the photo was more likely to have been taken either pre-, or possibly immediately post-World War II, as the loco appeared to be an ex-LNW Cauliflower.

**Graham Worsnop** advised that the photo was by Pattinson (PAO190) taken in 1935 at Sellafield station of LNWR 18in 0-6-0 approaching the box to pick up the single line token.



### Challenge No. 169

*"Give me a push, please, mate!"*

**Tony Jenkinson** excused himself for jumping in without 'asking' and hoped he was right, as the last time he mentioned this place in a Challenge he was a long way out. **John Dickie** thought Tony was correct and recalled spending many contented hours in the signal box there as a boy. His great uncle was a signaller, and his grandad was a porter on the station.

**Graham Worsnop** confirmed that the photo was by Pearsall (PES369) taken at Askam of LMS 5MT 4-6-0 No 45000, which has stopped alongside 4MT 2-6-4T No 42345 ready to bank the 1.25 pm Workington to Carnforth goods to Park. The photo is dated 19th July 1961.