

The 'Lockdown' Challenge

Challenge Images No. 14 — Numbers 170 to 186

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. 170

"Heading for modernisation of the WCML."

The location confused several people. **Howard Quayle** wondered whether the location was at one of the passing loops between Shap Summit and Carlisle, whilst **Peter Holmes** thought it might be Galgate with the mill chimney in the background. **Peter Smith** thought it might be Southwaite, but wasn't sure about the chimney. However, **Ron Herbert** believed that Ken Harper may be misleading the audience with the caption of 'modernisation of the WCML' and suggested that the location was on the Midland main line —

perhaps at Howe & Co. Ron added that it wasn't unusual for these heavy rail trains from Fazakerley near Aintree to be timed via the Midland if their destination was Carlisle and to the north. They were routed via Preston and the WCML for locations south of Carlisle.

Graham Worsnop advised that the photo was taken by Peter Robinson (057b14) of a pair of LMS 8F 2-8-0s on a track train heading north at Howe & Co., on 5th June 1966.

Ken Harper added that, a week or two after the 'prefab' track had been laid, the 60-foot length rails would be replaced by continuous welded rail, which would have

arrived on site on a CWR train, sometimes weeks earlier. By this time the concrete sleepers would have had time to 'bed in' and, following another tamp, line speed would be reinstated. Tebay NE sidings were utilised for CWR, prefab and ballast trains, and Ken remembers similar trains arriving in Eamont No.2 Loop (Penrith) on a Saturday for stabling until that night or early Sunday morning.

Ken also added that one of the 'scandals' of the time was the use of Shap Beck, Harrisons, limestone ballast for the deep ballasting, which, in some damp locations, gradually turned to 'concrete', and in a very short time it all had to be



replaced by granite ballast from Shap Summit. The problem areas were known as 'wet beds', meaning the area between the sleepers, but the term did raise a few chuckles. There were allegations of bribery for the supply of ballast, though Ken thinks that nothing was proved.

Challenge No. 171

"There are some remnants of this left – amidst the undergrowth."

Steve Leece wondered whether the photo was taken at the back of Bransty station where Pattinson's corn sidings were. **Howard Quayle** agreed and thought it looked like a pre-1930s image of William Pit, based on the design of the chimney with the winding gear. He added that the jettied building immediately to the rear of the loco may have been offices or other facilities. **Peter Holmes** also confirmed it was Bransty station to the right, with the signal box visible to the left of the 'Cauliflower', and the pit headgear visible as well. The building in the left foreground is the colliery loco shed, which was there until the 1980s to house the NCB locos shunting on the harbour.

Graham Worsnop advised that the photo was taken by RL Pattinson (PA0218) at Whitehaven Bransty in 1935, with an LNWR 18in 0-6-0 stood in the siding to Pattinson's mill, William Pit.



Challenge No. 172

"The photographer wasn't sure where this was taken."

Derrick Codling wasn't sure where the photograph had been taken either, but wondered whether it was the Aire or Ribble valleys based on the flat-bottomed track and cable runs of telephone and telegraph

wires in the cess. **John Pickup** agreed and thought that it looked like Steeton and Silsden. John also remarked that the shed plate on locomotive 90127 looked like 55D, which had been the code for Royston from October 1961.

Several other readers agreed that it was definitely in the Aire Valley, with Steeton and Silsden being the most favoured location.

However, the CRA records showed the location as Wennington.

Graham Worsnop said that the undated photo had been taken by Pearsall (PES730) and was of WD 2-8-0 No 90127 working a Down mineral train. He added that the location would be corrected in the records.

Challenge No. 173

"There's plenty of wood about in this photo."

Howard Quayle responded to say that the sidings were listed as Briery Siding and consisted of two dead-end roads within the mill area, adding that the mill was served by its own halt and that Michael Quick described it as "opened soon after 1922 for Briery Bobbin Mill workers. Closed 17 November 1958, a week after the mill ceased production."

Derek Walmsley added that, sadly, the platform was removed during the railway footpath restoration works.

Graham Worsnop advised that the photo was by Pattinson (PA0843) and was of Keswick Briery Siding in 1935, looking east along the track with the ground frame controlling the connection into the siding.

Challenge No. 174

"A very basic looking signal box and long gone."

Derrick Codling noticed that we were looking at an unnamed box which possibly had signal posts of a type used by the Scottish Region. He added that the caption would indicate that there were insufficient travellers to justify the continuation of a passenger service to and from Carlisle.

Keith Fenwick noticed that there was a Distant arm on the starting signal, indicating that there was another signal box, or more likely a level crossing, about a mile down the line. Keith also spotted that the signalman's desk was by the nearest window and it appeared that the lever frame and block shelf were running across the box behind the desk, but he didn't think it was an Air Raid Precautions (ARP) box that had been rendered, as Howard Quayle had suggested. Keith's notion was that this design of box had continued after the War.

Peter Smith's complete guess (which proved to be correct) was that it was Bush-on-Esk level crossing box looking towards Longtown Junction. **Ron Herbert** agreed and advised that in Special Notice 101G it was stated that Mossband, Rockcliffe, Kingmoor, Etterby Junction and Bush Level Crossing would close with the opening of Kingmoor Power Box on 18th February 1963. **Mike Norris** advised that, according to the SRS register for Scotland, the Bush-on-Esk box was opened on 8th June 1942, hence its wartime look. However, the changes shown in the 1963 Special Notice were postponed and it continued to work as Absolute Block single stroke bell Longtown to Bush LC and to Gretna Junction. Bush-on-Esk finally closed on 2nd May 1964. Mike added that the photo showed the key token exchange platform, so it would have been taken before 1963. **Richard Foster** added that the box was still in situ during



1969, as he had photographed it then.

Graham Worsnop advised that the photo was taken by Pearsall (PES487) of Bush-on-Esk Level Crossing, looking east at the signal box, Home signal and level crossing gates. It is dated 12th October 1961.

Challenge No. 175

"To say that there has been a slight rationalisation here is something of an understatement."

Tony Jenkinson commented that the Barrow-based 4F was fitted with 'overhead electric wires' warning markers, and added



that it was withdrawn in April 1962. **Noel Machell** advised that No 44487 spent its entire life within BR ownership at Barrow. **John Dickie** wondered whether the location was Lindal Ore Sidings, whilst **Les Gilpin** advised that it was Park Ore Sidings, with the train on the approach to Park South box. **Howard Quayle** confirmed that this was an Up working passing Park South Up Inner Home. He added that the footplate crew would be able to see which aspect the Up Starter was displaying (Barrow or Carnforth direction), with the Splitting Distant at the Outer Home having already provided prior indication of the route. Howard also commented that it was difficult to ascertain whether the train was hiding the four roads which formed Park South Up Sidings, but he believed they were still there at the time the photo would have been taken.

Les wondered whether the ore empties would be returning to Ramsden Dock for

reloading with Spanish ore. He said that this flow of traffic was rarely commented on, but the arrival of a ship would have resulted in Control having to arrange the movement of several thousand tonnes of hematite to Millom and possibly Workington. **Peter Holmes** commented that in 1962 Millom Ironworks were using ore from the Hodbarrow and the Florence-Ullcoats mines, but they had sold their interest in the Spanish mines at Alquife in 1953. Peter wasn't sure if they were still importing ore through Barrow docks at this time, adding that, if they were, then it was likely that the train was the ore empties returning from Millom to Barrow.

Graham Worsnop confirmed that the photo was taken by Pearsall (PES375) of LMS 4F 0-6-0 No 44487 working the 7.26 Millom to Barrow Yard passing Park South's Up Home signal on 19th July 1961.

Challenge No. 176

"This scene was altered considerably within 10 years."

Derrick Codling didn't think that the photo was as old as it looks, though the rail bridge girder and handrails seemed to hide an enormous amount of detail as to where the wagons may be being propelled. **Tony Jenkinson** thought that the photo could be from the 1950s with an ex-Midland Railway 0-6-0 reversing a Carlisle inter-yard trip working (perhaps traffic from Durranhill) off the West Coast Main Line (ex Caledonian Railway) into the north end of Kingmoor yard. The bridge would carry the NBR Waverley route to Edinburgh. Tony also pointed out that after the complex layout of tracks north of Citadel station, this location is where the WCML became a two-track railway heading north.

Ron Herbert advised that Kingmoor's shed code would have been 68A, as it was a Scottish Region depot when the photograph was taken.

Graham Worsnop advised that the photo was taken by Herbert White (WHI116) of LMS 3F 0-6-0 setting back under the NBR bridge into the Caledonian Railway Up Yard at Kingmoor with a trip goods (H45) in 1954.

Challenge No. 177

"Has it stopped raining yet?"

Derrick Codling confirmed that the sun was shining at Workington shed on what he believed was a new arrival from Stoke shed (5D). He noticed that at least two of the locomotives were fitted with 'Beware of Overhead Wires' plates. **Tony Jenkinson** agreed that it was Workington shed and thought that the photo was likely to have been taken in 1966 of one of Barrow's 4Fs that had recently been transferred to Furness from Wigan.

Noel Machell gave some detail on the loco's allocations, confirming that No 44500 was allocated to Stoke until December 1963 when it transferred to Crewe South for 12 months, before moving on to Springs Branch, Wigan. It was transferred to Barrow depot in December 1965, and was withdrawn six months later.

Graham Worsnop advised that the photo was taken by Peter Robinson (052g01) of LMS 4F 0-6-0 No 44500 at Workington Shed on 7th May 1966.

Challenge No. 178

"I hope no one tries this form of photography in these more modern days!"

Ron Herbert advised that the train was approaching River Lune IBS, adding that it was a great name for an intermediate block signal (IBS). Ron also asked who the photographer was with his back to the traffic. **Les Gilpin** wondered whether it was one of the Pearsall brothers, with Ian climbing the signal to get the shot, and his brother, Alan, on the trackside. However, Ron posted a photograph of the same train taken by the person on the trackside, who was a fellow railwayman and not one of the



Pearsall brothers. Ron suggested that the Challenge photo had been taken from the bridge and not the IBS itself.

Howard Quayle wondered why the loco or the train was attracting such attention, but Ron confirmed that the person trackside had no interest in railway photography but took it as a challenge to prove his skills! Ron also suggested that the working was the 12.46pm Carlisle to Warrington goods. A posting on Facebook suggested that the photo had been taken from the now-demolished Vale / Hare Runs overbridge in north Lancaster.

Regarding the IBS, Howard had checked Mike Addison's notes on the obscure Lancaster No.5 box, which was north of Carlisle Bridge. The box closed in 1888 when Morecambe South Junction box was opened, and it was replaced by a ground frame until the new Lancaster No.4 box opened in November 1901. The block section would have been No.4 to Morecambe South Junction and it is thought to have been so since 1888. Howard asked whether the LMS installed the River Lune IBS's in the 1920s to break up this block section because of increasing traffic on the Lancaster & Carlisle section. **Mike Norris** confirmed that both the Up and Down were named River Lune IB signals and they were installed in 1936 by the LMS to speed up services. They were initially semaphore signals.

John Lancaster asked if anyone knew when the overbridge was demolished.

Tony Jenkinson advised that, if it was known as 'Vale Cottage accommodation bridge,' according to Harold Bowtell (in *Over Shap to Carlisle*), it was demolished in 1967 leaving no trace.

Graham Worsnop advised that the photo was taken by Pearsall (PEZ231) of LMS 8F 2-8-0 No 48318 on an Up Goods north of the River Lune at Lancaster, dated 10th August 1964.

Challenge No. 179

"Possibly luxury accommodation for a Ground Frame?"

Only two responders to this Challenge, the first on Facebook who identified the location as Waterslack Ground Frame looking towards Silverdale, whilst **Les Gilpin** was able to provide some history to the location. Les detailed that the first Pointsman was from December 1871, and then on 2nd October 1886 a new ground frame was installed. On 6th May 1915 a signal box (with signals) replaced the ground frame structure, but then on 6th October 1917 it was reduced back to a ground frame. This was then replaced by a new frame and signals on 16th October 1954. The removal of the ground frame resulted in the siding being taken out of use on 14th May 1978.

Graham Worsnop advised that the photo was taken around 1935 by R L Pattinson (PA0025) at Waterslack looking east and showing the ground frame hut, the quarry siding, gate and hopper wagon.



Challenge No. 180

"The new artificial ski slope hasn't gathered much moss yet."

Nick Stanbra guessed the location was Moss Bay with the Cleator & Workington Railway bridge in the background, and **John Dickie** agreed.

Graham Worsnop advised that the photo was by Herbert White (WHI139) taken of LNW George V 4-4-0 No 5394 working the 1pm from Carlisle passing under the Cleator & Workington Junction Railway Moss Bay Branch bridge on 18th April 1933.

Challenge No. 181

"Could this image be another one to amend in the CRA collection."

It was way past **Tony Jenkinson's** bedtime and he had also spent an hour looking at maps to confirm his thoughts on the Challenge location. Tony's research of a 1946 map showed a 'neat' rectangular shaped area on the east side of the railway, as well as some buildings that could have been the sports pavilion or similar close to the boundary with the lines. This led Tony to believe that the photo had been taken north of Carlisle No.13 box and to the south of the footbridge which crossed the railway. Tony also noted that the loco was 46250 in post-war black livery.

Graham Worsnop advised that the photo was taken by Herbert White (WHI104) in 1952. However, the caption incorrectly described the train as LMS 8P Coronation 4-6-2 No 46251 *City of Nottingham* working a Down passenger at Carlisle Kingmoor. **John Pickup** and **Ron Herbert** had noticed the wrong identification of the loco, which was in



fact 46250 *City of Litchfield*, not 'Lichfield'. Additionally, the train was actually an Up working, rather than a Down service and was taken at Upperby, not Kingmoor!



Challenge No. 182

"Many of us have just bought food on this site."

Tony Jenkinson thought it was a sign of the times and noted that the sign told us the location! Tony wondered whether the daily Tesco container train on the WCML could detach a portion at Carnforth which the Crewe to Sellafield nuclear service could collect and then drop off a box or two at the store on Lancashire Road.

Howard Quayle noted that the photo showed Gawthwaite (Kirkby) Moor rising to over 1000ft in the background with the wide Duddon Estuary in the centre.

Howard also noted that the FR's planned Duddon Viaduct across the estuary would have probably started with a curve from the platform end — just in front of the Millom's Down Home signal (where a BR upper quadrant will have replaced an FR arm on the lattice post). The Duddon crossing scheme was finally abandoned in 1869.

Les Gilpin recalled that Tesco was originally a Safeway store before the UK company of that brand ceased trading in 2004, when the company was acquired by Morrisons. However, some postings on Facebook noted that the sidings had been occupied by Presto, Liptons, Safeway,

Morrisons and a Somerfield before being occupied by Tesco.

Graham Worsnop advised that the photo had been taken by Pearsall (PES366a) on 19th July 1961 and was of LMS 5MT 4-6-0 No 45402 in Millom Yard. It had been taken looking east from the footbridge.

Challenge No. 183

"A large goods warehouse as befits the area."

Nick Stanbra was first to respond with the answer of Preston Street in Whitehaven. **Les Gilpin** asked whether it was ever a fully-fledged block post or even an elevated ground frame. **Howard Quayle** advised that the 1899 25-inch OS map appears to show the signal cabin, but it wasn't marked with the usual 'S.B.' lettering. However, there is no mention of it or even a ground frame in the LMS's 1923 List of Block Telegraph Signal Boxes. **John Dickie** didn't think that the design of the cabin fitted in with the usual style of the Furness Railway boxes.

Graham Worsnop advised that the photo was taken by R.L. Pattinson (PA0226) of Whitehaven Preston Street looking north towards the signal box and goods shed, dated around 1935.



Challenge No. 184

"What do our carriage experts make of this?"

Derrick Codling responded to say that the coach in the middle had at least two toilet compartments, based on the small single windows which had no exterior doors, and that the adjacent vehicles appeared to be close coupled and had simple curved roofs. Derrick also added that the stock was located in the Down siding at Morecambe Euston Road station.

Les Gilpin was able to add some more detail around the coach, M18831, following its renumbering by British Railways, as an illustrated review described it as a Bain clerestory Lavatory Third, being an ex-Midland Railway, ex-LMS no. 383. It was built in 1912 in a batch of 25 and was 54ft long. Les added that it would have four lavatory compartments, accessed from the four adjacent compartments only. **Keith Fenwick** added that Dow & Lacey's *Midland Railway Carriages* showed it as a 54ft Lavatory Third to Lot 799, diagram 1056, Midland Railway number 383, which was withdrawn in December 1955. Keith added that there were four lavatories in each coach with each serving one adjacent compartment — three compartments, one at each end and one in the centre, had no lavatory access.

Graham Worsnop advised that the photo was taken by Pearsall (PEA164) of a Midland Railway non-corridor Lavatory Third Class coach M18831 at Morecambe (which we now know to be York Sidings, Euston Road), dated 30th July 1952.



Challenge No. 185

"Can this be a very rarely photographed goods yard?"

This Challenge had everyone stumped and it wasn't until after Graham posted the answer that the responses started to come in. Initially, **Keith Fenwick** thought, correctly, it was a Caley '60' class, and **Ron Herbert** suggested the location was the former Caledonian Up Sidings at Kingmoor.

Ken Harper asked what type of loco



was in the background. **Keith Fenwick** suggested it was a North British J36 fitted with a tender cab.

Graham Worsnop advised that the photo was taken by Herbert White (WHI129)

of a Caledonian Railway 4-6-0 working a trip goods through Carlisle Canal Yard in 1949. However, there was a question mark about the location, which saw a number of members query whether it was

indeed Canal Yard or not. **Andrew Naylor** said that he had never seen a Caley loco on the Waverley route and thought the location could be one of the Caledonian Yards at Kingmoor. **Ken Harper** wondered if it could be a Caley loco on a Carlisle trip working from Upperby that was just arriving at Canal to reverse, as it appeared to be running tender first. From his own observations, **Roger Pickup** advised that there were a few occasions when locos off a mainline freight working were used on a trip working in order to save a light engine move across the city. Roger added that it would be unusual for a Caley loco to work an Upperby to Canal trip, though it was possible. He thought the location of the photo was more likely to be Kingmoor than Canal. After various discussions the location of the yard wasn't established, but, following some information Phil Tuer received, it was thought that it could have been Upperby, based mainly on the style of the yard lamps in the photo.

Challenge No. 186

"Get those empties returned for re-loading!"

Tony Jenkinson commented that enthusiasts usually express surprise at the sight of a clean 'WD' 2-8-0, but this one didn't appear to have been long out of

the Works. Tony also noted that the loco was displaying 'overhead electric wire' warning flashes indicating that the picture was taken in the 1960s. Tony commented that the hoppers later received the TOPS code 'UYV' and thought the train would be heading to Long Meg. **Ken Harper** confirmed that the Anhydrite wagons became 'UYVs' under TOPS, and the Long Meg traffic would cease about 1975 or 1976. A number of the UYVs were retained in the area for the McGhies (British Gypsum, Kirkby Thore) to Oxwellmains (Dunbar) flow, which was wagonload as opposed to block trains.

Tony and **John Pickup** were puzzled by the location, as the bridge style suggested Settle & Carlisle or perhaps the Blackburn to Hellifield line. **David Hunter** thought it was the Settle & Carlisle, as the limestone rock face as well as the house in the background led him to believe the bridge was just north of Stainforth Tunnel where Dog Hill Brow crosses over the line just off the B6479. **Peter Smith** was able to confirm the location and shared a photo he took in September 1982 of a Class 25 loco working 1M26 1606 Leeds to Carlisle.

Tony asked about the working of the train, which prompted Peter Smith to consult his 1961-1962 and 1962-1963 WTTs. Peter believed the working was

7L77 08.54 Widnes to Langwathby arriving at 17.36, adding that the train would be tripped to Long Meg from there. Peter added some more detail about the working, advising that it was booked to sit at Hellifield between 13.35 and 14.45 and then would stop again at Blea Moor for water from 15.41 to 16.08.

Regarding the loco working, John Pickup advised that in the 1960s Normanton WDs did get up the Settle & Carlisle fairly frequently on trains from the West Riding. So, he thought that maybe when a freshly repaired example turned up at Kingmoor, a running Foreman who would be short of heavy freight power would have it prepared and sent it off to Widnes and back. John understood that the locos for the Long Meg to Widnes trains were routinely provided by Kingmoor, but couldn't recall seeing photos of any Widnes or Walton-on-the-Hill based locos on the workings. However, John did say it could be possible that a Kingmoor loco had failed on Merseyside and the pristine WD was used to work the train.

Graham Worsnop advised that the photo was taken by Pearsall (A60 34-4) of WD 2-8-0 No 90682 on a Widnes to Long Meg anhydrite empty working at Stainforth on 29th September 1960.

