

The 'Lockdown' Challenge

Challenge Images No. 15 — Numbers 187 to 200

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. 187

"A circuitous route to get to the city."

Tony Jenkinson noted that Carnforth's loco 42378 was heading towards the seaside from the WCML at around the 15½ milepost with the Saturday's Only Through Coaches from Windermere to Leeds. **Howard Quayle** identified the location as Hincaster Junction.

However, it was the working of the train and the associated timetables which generated most of the discussion in the Challenge responses and even a look back at an Electronic Telegraph entry from 2007! Howard thought that the routing of the train from Windermere to Leeds via Sandside would perhaps save a path on the WCML, but this resulted in some complicated shunting at Arnside. Tony noted that the Summer 1959 timetable showed the train operating between 18th July and 5th September departing Windermere at

11.05am, calling at Oxenholme 11.31am-11.36am, and then going 'off the map' and reappearing at Carnforth as part of the 12.45pm Carnforth to Leeds (arrive 3.03pm). However, Tony noted that the 12.45pm from Carnforth didn't appear to be a Barrow line train, as the Barrow to Leeds coaches were shown running on Saturdays 11th July to 5th September inclusive, departing Barrow at 9.10am, Carnforth 10.20am-10.30am and then running to Leeds arriving at 12.26pm.

The westbound service ran on Saturdays 11th July to 29th August inclusive and was a combined Barrow and Windermere service from Leeds departing at 11.14am, Wennington 12.58pm-1.03pm, and then running direct (avoiding Carnforth station) to Arnside 1.33pm and Barrow (arrive 2.31pm).

The Windermere coaches 'disappear' after Wennington and 'reappeared' as

part of the 6.40am London to Windermere (arrive 2.47pm). Tony assumed that the coaches continued on the Barrow train to Arnside and were then attached to the train from London at Oxenholme at 2.09pm.

By the Summer 1962 timetable the workings were the same from Leeds, with the train departing at 11.14am and had a traincrew change at Carnforth East Junction and arrived Arnside at 1.33pm. Howard added that the Leeds coaches were attached to the 6.35am (1962 TT) Euston to Windermere & Whitehaven, which arrived in Oxenholme at 2.14pm, and, if we allow approximately 15 minutes for the "complicated shunting" at Arnside, the transit of the Arnside-Sandside-Oxenholme section must have taken around 20-25 minutes. These Leeds coaches were shunted on to (possibly) the rear of the Euston to Windermere service, which departed from Oxenholme at 2.20pm.

However, Howard advised that the return working had been something of a mystery until 2006, when Michael Andrews consulted his 1957 WTT and responded to a Chatline discussion on the Leeds to Windermere via Arnside services. Howard noted that in the Electronic Telegraph submission for the February 2007 Cumbrian Railways Journal, Michael advised that Table 167 in the 1962 Public Timetable showed the train departing Windermere at 11.10am and arriving at Oxenholme at 11.34am, with Through Coaches for Leeds City (arrive 3.02pm). Michael, from the 1957 WTT, identified an 11.31am Oxenholme to Arnside, which reached Arnside at 12.10pm and went on to Carnforth, arriving at 12.20pm (both shown as Not Advertised) — these must have been the Leeds coaches, as they are shown as departing Carnforth at 12.50pm and arriving into Leeds at 3.02pm.

As the Windermere TCs were, strictly speaking, not part of a Leeds working originating at Carnforth, Howard wondered if they were worked over the former F&M line from Carnforth F&M Junction and attached to the rear of the 12.50pm at

Carnforth East Junction. The timings, however, would have also allowed the portions to be attached in Carnforth's Furness platforms.

John Pickup posted some LMR Summer Passenger Train Marshalling documents for 1957, 1961 and 1963, which showed the attachment of the coaches from Leeds being made at Oxenholme to the 6.40am Euston to Windermere until 1961. On checking the 1963 Public Timetable, John noticed that the train left Leeds on those peak Saturdays at 10.47am, some 30 minutes earlier, and the Through Coaches arrived Windermere at 2.12pm, whereas the now 6.45am from Euston arrived Windermere at 2.50pm. This made John wonder if in 1963 the 2-6-4T that collected the coaches at Arnside took them right through to Windermere?

Graham Worsnop advised that the photo was taken by Pearsall (A62 12-5) of LMS 4MT 2-6-4T No 42378 working the 11.20am Windermere to Leeds service at Hincaster Junction on 1st September 1962.

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Challenge No. 188

“Could it be debatable as to where this is heading?”

Nick Stanbra noted that the V2 loco, which was based at St Margaret's and Haymarket depots, was passing Longtown.

Peter Smith confirmed that the photo had been taken from the top of the box steps. **Ken Harper** advised that in later years any Up Waverley freights would eventually gain access to the new Kingmoor Yard via the right hand route, in the photo, to Mossband on the WCML.

Graham Worsnop advised that the photo was taken by Pearsall (PES488) of LNER V2 2-6-2 No 60951 working the 4.50pm Carlisle to Niddrie goods over Longtown Junction on 12th October 1961.

Challenge No. 189

“And breathe. Is it coming or is it going?”

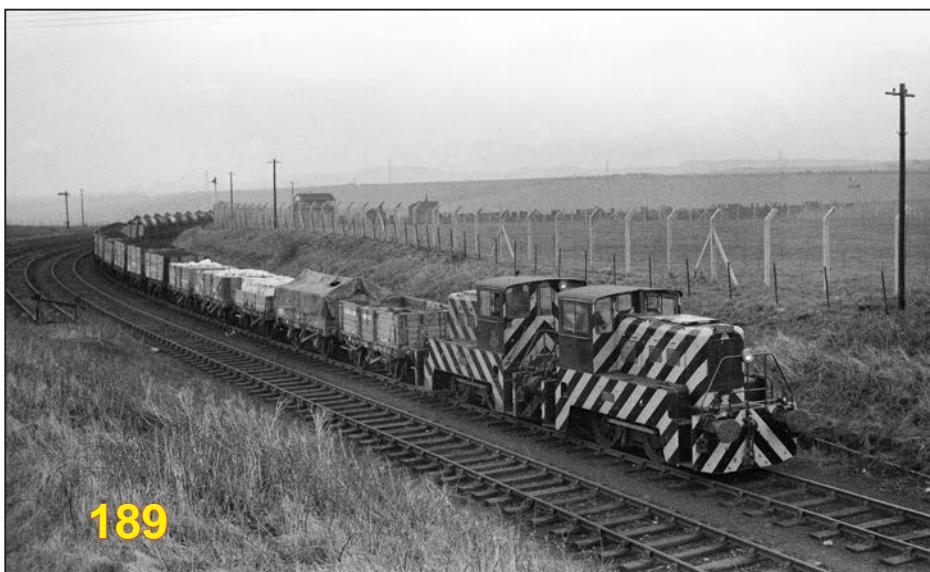
John Dickie, Howard Quayle and **Steve Leece** all agreed that the location was Harrington Junction, with Steve recalling that he would watch these trains out of his bedroom window including the steam hauled variety, and also from his junior school classroom window.

In answering the question in the caption as to whether it was 'coming or going', John Dickie believed it was 'coming' towards the photographer from Lowca and about to 'go' towards Moss Bay. John also thought that there was a run-round facility associated with the reversal from the steelworks to join the C&W Moss Bay branch, as he didn't think there was any need for the USC Moss Bay to Lowca trains to reverse at Harrington Junction, and they weren't propelled all the way to Lowca either. Steve wondered what the loads were in the wagons at the front of the train.

A posting on Facebook drew our attention to the fact that there didn't seem to be any cables between the locos to allow multiple working. **Graham Worsnop** believed he could see two drivers, one in each of the locos.

Graham also asked where the photo had been taken. **Les Gilpin** thought it was heading west from Harrington Junction to where the CWJR branches off to Harrington Harbour. Steve Leece agreed with Les, and **Brian Quayle** gave a grid reference of NX 99836 26541.

Graham Worsnop advised that the photo had been taken by Pearsall (PEZ361a) of two USC YEC 0-4-0D locos working a Lowca to Moss Bay goods at Harrington Junction on 26th April 1965.



Challenge No. 190

"No smoke and just a feather at the 'safeties' – a well managed engine."

Tony Jenkinson immediately recognised the road, as he had travelled along it many times, adding that Milepost 255 was just north / east of Caton. There was another MP255 on the Midland near Rise Hill Tunnel. Researching the loco's history, Tony discovered that No 44467 was allocated to Stourton up until its withdrawal in Spring 1964, and that the loco was on shed at 55B in 1960, 1962, 1963 and 1964. Tony noted that the loco appeared to be displaying an 'overhead electric wires' warning flash and had the later BR emblem on the tender. The

1960s method of train reporting '1Z44' (or possibly '1X44') suggests it could be working a West Yorkshire to Morecambe excursion. **Noel Machell** added that the train was approaching the curve that was about $\frac{3}{4}$ mile east of Caton and next to the south west corner of the large ox-bow of the River Lune.

Howard Quayle identified the vehicle in the photo as an original Ford Anglia E494A model, produced between 1949 and c.1953-1954, when it became the distinctly down-market Ford Popular, production of which ceased in 1959. Howard added that he once had the dubious pleasure of driving one of these things from Barrow to Bradford on a wet night, which was a horrendous experience with 6V electrics

and vacuum wipers!

Tony asked whether the Distant signal seen above the back of the train was for Lanefoot Crossing, but wasn't sure of the full signalling arrangements. Howard, having consulted the John Swift diagrams, advised that Lanefoot Crossing has two lower-quadrant (possibly Midland Railway) Distant signals with gates acting as the Home signals, which had what he presumed was the crossing keeper's hut beside it. The Up Distant was 760 yards from the crossing with the Down Distant 743 yards away.

Graham Worsnop advised that the photo was taken by Pearsall (A62 02-5) of LMS 4F 0-6-0 No 44467 working a Morecambe excursion, possibly from Otley, at Caton on 23rd April 1962.



Challenge No. 191

"It looks like a little lost soul."

Tony Jenkinson advised that the North British built shunter, a class D2/10, was withdrawn from Eastfield (Glasgow) in March 1967 and broken up by Birds in Cardiff during 1968. Other members of the class were scrapped in the Rotherham area. He added that Peter Walton's excellent book *Diesels Over the Settle to Carlisle Route* has a photo of two of the earlier class members being hauled through Appleby. Tony guessed that the photo might have been taken in Carlisle New Yard as the loco was being taken south for scrapping — a suggestion that **David Gibson** agreed with, as the loco appeared to have lost its rods.

Graham Worsnop advised that the photo was taken by David Stubbins (DS001) of North British Diesel Shunter 0-4-0 D2736 in Carlisle Yard on 15th July 1967. **Ken Harper** wondered whether the loco was actually in the Up Reception sidings in the New Yard.



Challenge No. 192

"Now does anyone know what the plan is?"

Tony Jenkinson remembered mentioning this location previously, as it had a Post Office which housed a very good model railway shop. He had also walked along the track bed during a CRA field trip, and commented that the line used to be in a different county from the one it is now.

Turning to the loco, Tony advised that No 47531 was allocated to Barrow from December 1957 until mid-1963, but he was able to pin down the date a little bit more, as the loco was displaying shed code 11A, which was used by Barrow from April 1958 to the end of May 1960. Tony noted that had the loco stayed allocated to Barrow any longer it wouldn't have been able to run down the line, as the rails would have been removed. Tony also noted that in the photograph the signal post just before the station platform had already had its arm removed, though the signal nearer to the box was still operational.

Les Gilpin noticed that the ballast looked quite fresh on what had been the Down Loop / Down Platform line, although the platform was long gone. Les added that in a previous Chatline discussion he had raised the issue of the removal of signal arms post-1958 closure to passengers, apart from the Stop signals at Broughton LC (right background), which presumably the Ministry of Transport wanted to keep in place as the line crossed an 'A road' at this point.

Les wondered whether this may have been one of the last trains to use the branch, with the engineers' stock being used to carry bits of machinery etc., back to Barrow. However, it was noted that all of the tracks looked well-used.

Graham Worsnop advised that the photo was taken by Pearsall (A59 50-2) of LMS 3F 0-6-0T No 47531 at Broughton-in-Furness shunting a Coniston to Barrow working on 23rd December 1959.

Challenge No. 193

"An early block train or Company train?"

Tony Jenkinson thought it was loco No 44282, which was a Hellifield based 4F from before nationalisation up until 1963, apart from the period between January 1960 and September 1962 when it went to Skipton. Tony believed that the working was the Heysham to Teesside tanks conveying ammonia between the two ICI plants, and it was passing Crag Lane Bridge, just west of Kettlesbeck between Clapham and Eldroth on the Carnforth to Settle Junction line.

Noel Machell and **Peter Smith** as well as a couple of Facebook posts confirmed that Tony had identified the correct location. Peter Smith posted an excellent photo of an unusual working in March 1989 during a weekend of engineering work on the WCML between Lancaster and Preston, which showed two class 20s hauling a diverted Mossend to Cardiff steel coil train over the line at the same location.

Regarding the working, **Ron Herbert** confirmed that the train was the 12.40pm Heysham Moss to Tees Yard, which later



ran with the headcode 7N54. Peter Smith thought that 7N54 was the last freight to run via Green Ayre and the Lune valley route, and this happened on Saturday 3rd June 1967 when the train was hauled by 44898 (1505 SO Heysham Moss-Tees). Peter wondered about the destination of the working, as the WTT for a year later (September 1961 to June 1962) showed the train running as the 1240 Heysham to Skipton Up Sidings (Tuesday & Saturday excepted) and to Stockton-on-Tees (Tuesday & Saturday Only). In 1955, the train ran as the 1.10pm Heysham Moss to Newport Yard, which ran from Skipton via Embsay Junction and Otley.

Howard Quayle advised that the loco was hauling ammonia tank wagons, and he thought they looked loaded, as liquid ammonia is very cold and causes a frost-like material to form on the outside. Howard noted the use of barrier wagons, but wasn't sure whether they were provided because the tanks were full, or whether they were permanently part of the consist. Howard advised that ICI produced ammonia at Heysham Moss, Teesside (Haverton Hill) and Immingham. When he worked in the Fertilizer Division of Fisons Ltd, there was

much swapping of material between sites, meaning that Teesside could both supply Heysham and receive from Heysham. Storage was always an issue for any ammonia-producing company, which often meant swap agreements. So, Fisons Immingham could possibly have also supplied Heysham. Any tonnage moved was always monitored, so it was known who owned what. Howard added that ammonia is a very nasty product, and even a whiff is highly unpleasant and potentially damaging to the respiratory system. Peter confirmed that the wagons were a set of pressurised anhydrous (liquefied under pressure) ammonia wagons, which was the predominate flow in the 50s and 60s (west to east). The wagons were white and could be identified by the large pressure-valve domes on the tops. The wagons were well insulated, so they formed frost around the tops, which gave them the nickname of 'snowballs'.

Graham Worsnop advised that the photo was taken by Pearsall (A60 40-5) of LMS 4F 0-6-0 No 41222 (which was incorrect and was in fact 44282) working the 12.50pm Heysham Moss sidings to Stourton tanks at Laneside on 14th November 1960.



Taken nearly 30 years after the Challenge photo, 20120 and 20090 haul diverted 6V75 06.20 Mossend to Cardiff Tidal past Kettlesbeck. During the first two weekends of March 1989, the WCML was closed between Lancaster and Preston resulting in passenger services being diverted over the Settle & Carlisle line, whilst some freight was routed over the Wennington branch. Peter Smith

Challenge No. 194

"Heading to their doom."

Tony Jenkinson's detective skills told us that the four BR Standard Class 2 2-6-0s (Nos 78020, 78021, 78037 and 78041) were withdrawn from traffic in May 1967 from Lostock Hall shed. The locos were broken up at the Wishaw-based Motherwell Machinery and Scrap by November of that year, so he believed that the photo was of them being hauled north to meet their fate. It wasn't until **Keith Fenwick** posted a photo of A4 4498 passing the same location that **John Pickup** identified the location as Southwaite.

Graham Worsnop advised that the photo was taken by Peter Robinson (84125) at Southwaite of an LMS 5MT 4-6-0 with 2MTs heading north for scrap on 23rd September 1967. **Jeremy Cookson**, having consulted his note book, was able to confirm the working, adding that he had seen them passing through Oxenholme in the morning, hauled by 5MT No 44993.

Ken Harper advised that the Lancaster & Carlisle Railway Up Side buildings were still in use today as a house. The LNWR red brick built terraced houses had an access road which ran under the main line via the bridge, which can be seen just under the third loco in photo.



Challenge No. 195

"A winter's day out passing new concrete permanent way which wasn't so permanent!"

Tony Jenkinson wasn't too sure of the location, guessing, incorrectly as it turned out, that it was perhaps somewhere between Keswick and Penrith, as we had previously seen DMU excursions from the Manchester area along this line in earlier Challenges. Tony was able to give more detail on the DMU itself, as the number looked like M50134, which later became a Class 111 under the TOPS scheme, with the unit differing from other Class 101s as it was fitted with Rolls-Royce



engines. Tony also discovered that the LMR had four of these twin units allocated to the Manchester area at Newton Heath, Longsight and Buxton, with all four being allocated to Buxton by early 1962 and transferred to Newton Heath in early 1963. A posting on Facebook pointed out that the destination board on the unit seemed to read 'Stockport Edgeley'.

Howard Quayle noticed the very posh new track comprising of concrete sleepers and flat-bottomed heavy rail, but noted that it wasn't welded up as CWR, which made him think that the photo could have been taken between the Spring of 1960 and Summer 1961. Howard guessed that the train was somewhere between Clapham and Sedbergh, and could be a Ramblers Excursion that was returning to the Manchester area, noting that Ingleton, Barbon and Sedbergh would be good starting points for walks in the fells. However, in a counter-argument, Howard did advise that the Low Gill to Clapham line was only really used as a diversionary route

post-1954, so questioned the investment in 'modern mainline' track. **Ron Herbert** had found some 1950s photographs that showed flat-bottomed track installed at Barbon, Castleton and Kirkby Lonsdale, adding that, by 1967, the telegraph poles only had six insulators.

Graham Worsnop advised that the records show that the photo was taken by Pearsall (A62 02-1) of a BR Class 101 (though probably a Class 111) DMU working a Stockport-Ingleton-Morecambe excursion near Ingleton on 22nd February 1962. On knowing the routing of the train, **Ken Harper** asked why the train would be going via Morecambe on a Thursday in February; hardly a day for building sandcastles! Howard agreed that the return 'via Morecambe' was intriguing. Howard could understand the train continuing on to Tebay via Low Gill (for stabling) and then returning back to Clapham to pick up the now-tired happy ramblers, where it reversed to access the Lune Valley line via Wennington. On the basis that the

outward working had collected passengers between Stockport and Bolton, the train could then have run via Lancaster Green Ayre, Lancaster Castle, Preston, and Euxton Junction to retrace its route, but Howard questioned the Morecambe visit for a night out on a February Thursday at the end of a long day? **Les Gilpin** wondered whether there could have been another working which went out via Morecambe and returned by way of a route away from Morecambe, meaning that the two excursions complemented each other, adding the suggestion that perhaps a fish supper and a few pints in Morecambe was the reason for the routing in the evening.

Howard advised that ramblers' specials also operated (probably from Manchester) to Grassington, using the same route as far as Blackburn (via Bolton, Darwen) thence to Burnley Central, Colne, and Skipton. Despite Grassington's closure to scheduled passenger services in 1930, ramblers' specials continued to use Grassington until 20th August 1969.



Challenge No. 196

"Let's go for fresh air and recuperation!"

Tony Jenkinson reminded us that we had been along this section of line previously on the Challenge series, and on the same train on the same day. He narrowed the dates of the photo down to between June 1960 and mid-January 1962. A Facebook posting advised that this

was the Hincaster branch heading towards Arnside, whilst another post thought it was passing over the infilled cattle creep where Storth car park is now.

Graham Worsnop advised that the photo was taken by Pearsall (A61 36-7) on 13th October 1961 near Arnside. It shows LMS 4MT 2-6-4T No 42666 working a Durham miners special to Ulverston.

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Challenge No. 197

"Could it be another mystery freight yard?"

Derrick Codling thought the loco was the fourth of the BR Class 08's to be allocated to Carlisle by the London Midland Region. **Keith Fenwick** thought the signal looked like a Midland Railway style one.

Graham Worsnop advised that the photo was taken by Bill Worden (WOR216) of BR Class 08 0-6-0D No 13171 shunting open wagons at Durranchill around 1957. The location was confirmed during the Challenge.

Challenge No. 198

"They seem to have got the locos the wrong way round."

Derrick Codling didn't believe that the locos were the wrong way round, as the 1.00pm from Barrow would often convey two locos. The bigger loco at the front of the train was a 'running in' turn and it would be detached at Lancaster, shunted into the Bakehouse Siding, and would later work the Morecambe to Crewe. **Ron Herbert** confirmed that W254 10.50am Workington Main to Preston, which conveyed Through Coaches to Euston, often had a Fresh Off Works (FOW) loco that was detached at Lancaster Castle and would work the W266 2.50pm Morecambe to Crewe from there.

Howard Quayle picked out a lot of other detail in the photo, which was taken from Greengate Street bridge in Barrow, such as the signal which has a striped post and was the Up Distant for St Luke's Junction. The 'Through Siding' was on the left, which served Barrow Power Station, Morgan's



scrapyard and Barrow Corporation Yard, the gate of which can be seen on the left in the photograph. Howard noted that the 1933 25-inch OS map showed two gated entrances into the Corporation Yard: the one shown in the photo (which was a short dead-end siding) and another on the south side of Greengate Street bridge that gave access to two much longer sidings that ran almost to the Foundry Street wall. The rear of the houses in Park Avenue is on the left, with the trees of Barrow's Public Park visible above the signal. **Peter Holmes** recalled that between 1959 and 1963 he would walk across Greengate Street bridge on his way to school and that the wall was too high for him or even an adult to see

over, so he believed that the photographer must have needed a box to stand on to get such a clear photo.

Tony Jenkinson gave us some clues as to when the photo may have been taken. Tony noted that the Britannia appeared to be No 70048 which was named in July 1958 to celebrate the Golden Jubilee of the Territorial Army. He also noticed that the locomotive had been fitted with a platform under the smokebox door, and he thought that it had been mounted on the original steps fitted to the inside faces at the front of the main frames. Records show that this was fitted to the loco at the end of December 1956. Tony noted that the loco wasn't carrying its nameplates and he didn't think



the photo was taken in the mid-60s when the nameplate was removed (thought to be early 1965). Therefore, as Howard had pointed out the trees in Barrow's park indicating it was the summer, Tony concluded that the photo may have been taken in the summer of 1957, or 1958 before it was named.

Graham Worsnop advised that the records show that the photo was taken by Bill Worden (WOR056) of BR 7MT Britannia 4-6-2 No 70048 and 5MT 4-6-0 No 45373 working an Up Passenger past St Lukes Junction Up Distant in Barrow during 1960 (but more likely to be 1957 or early 1958).

Challenge No. 199

"Still part of the network then."

As it was a Class 37/4, **Tony Jenkinson** felt duty bound to contribute, and he confirmed that this was 37411 working Pathfinder Tours' Pennine Wanderer on the Warcop branch on 10th March 1990. **David Hunter** added that the train in the photo was 1Z38 which ran from Swindon to Carlisle via Crewe and the WCML, then returned south via the Settle & Carlisle and the Warcop branch. Loco 26041 ran from Carlisle and was attached to the rear of the train at Appleby to drag it back onto the Warcop connection and then returned the train to Appleby from Warcop. David also noted that on the same day Regional Railways used freight locos to haul two of the booked passenger service diagrams over the S&C, which was part of an initiative to boost revenue following the line's reprieve from closure the previous April. There was a Class 37 on one diagram and two Class 20/9s on the other.

Graham Worsnop advised that the photo was taken by Peter Robinson (PWR-M072) of a BR Class 37 with a special working near Warcop, dated 10th March 1990.



Challenge No. 200

"A last one of Tony's favourites."

Tony Jenkinson thanked the team for having the last Challenge of the current series feature "the best type of locomotive". Tony spotted that the loco was City of Liverpool, which was fitted with AWS and 'overhead electric wires' warning flashes, and was in maroon livery. Tony noted that the loco was painted maroon in the middle of 1958 and was altered in mid-1959 to have the BR style of lining seen in the photo, which it carried until January 1961. So, Tony guessed that the photo was taken during the summer of 1959.

As to the location, after a lot of map studying, Tony thought the photo was taken on the WCML heading south and climbing towards Shap, possibly at Thrimby. **David Hunter** agreed with Tony on the location,

and that the River Leith was on the left, adding that in years to come the M6 would be constructed at the top of the fields on the other side of the A6 — this would be the first of the short sections of motorway open, with a slip road connecting the A6 road to the M6 (or Penrith by-pass) close to where the photo was taken. On the right, sits the village of Little Strickland, and he recognised the electricity pylons, not through any interest in them(!), but as his sister-in-law and family lived in the village, and their house was across the fields from the pylons in the photo!

Graham Worsnop advised that the photo was taken by Pearsall (A60 33-4) of LMS 8P Coronation 4-6-2 No 46247 heading south with the 10.00am Glasgow to Euston "Royal Scot" at Thrimby Grange on 26th September 1960.

