

# The Mystery Photo Challenge

Challenge Images No. 16 — Numbers 201 to 210

The 'Lockdown' Challenge, which chalked up a magnificent 200 editions, brought entertainment and camaraderie for CRA Members through the darkest days of Covid, evolving into something less frequent and more sustainable as the daily demands of 'normal' life began to return. But the wealth of information and fascinating insights that continued to emerge undiminished from members made it clear that the photo challenges must continue, though evolving again in line with the Association's priorities.

And so, continuing from 200, we now have the Mystery Photo Challenge, where images are selected by the Photo Team because their existing catalogue information has important gaps that need filling. Sometimes the cataloguing has questionable aspects that need validating or correcting, so the existing catalogue entries are only shared a week or so after the image is posted to promote fresh analysis and avoid perpetuating what may turn out to be apochryphal.

As comments and contributions subside, a revised catalogue entry is proposed, and subject to any final comments from members the catalogue is amended. The role of these in-depth challenge summaries then is to capture and share more widely the totality of information gathered for each photo, and record the various contributions made by members. So that the wealth of detail and insight can be made available to people coming to the photo in the future, a link to the relevant summary will be included in the catalogue record for each 'challenge' image.

Mystery photos 201–210 were chosen by John Pickup, who has proposed the revised catalogue entries and compiled this summary. Graham Worsnop and Ken Harper have posted the challenges on the CRA Chatline and Facebook page and cross-posted as necessary. Allan Jones has produced the finished, illustrated document you now see before you.



## Challenge No. 201

*"No puzzle about the loco, but where was the photo taken?"*

The first mystery photo was Edwin Cowper image COWP224C of BR 8P 4-6-2 71000 *Duke of Gloucester* but at an unknown location with little of the surroundings visible to give a clue to that. True to form, 'night owl' and Pacific enthusiast **Tony Jenkinson** was first off

the mark giving the location as Holyhead, based on a version of the same image in the Colour-rail collection, which also gave the date as 1961.

Subsequent digging around the web identified no fewer than four other versions of the image, two giving the date as April 1961, and the others simply as 1961 and 1962. The CRA catalogue had a date of 1963 from Edwin's notebook, though the dates therein are known often to be only

approximate. The various versions found led to a discussion about which was the original, to be followed up in due course.

Meanwhile, **Keith Fenwick** set about trying to verify and define the location more precisely and suggested it was just to the east of Holyhead MPD in an area marked as Cae-ty-fychan and that the distinctive building just visible to the right of the loco was the Disgwylyfa Methodist Chapel.

**Ron Herbert** chipped in with one of his



own excellent photos of D339 arriving in Holyhead station. Looking east over the MPD, the distinctive building was clearly visible on the far side.

**Stephen Leece** added a photo from a similar viewpoint of preserved LMS Princess Royal 8P 4-6-2 6201 *Princess Elizabeth* in the 1980s, only the chapel roof being visible by then behind houses built in the meantime. **Graham Worsnop** posted a link uncovered by the Photo Team to a Wikipedia article confirming the building as Disgwylfa chapel

[https://en.wikipedia.org/wiki/Disgwylfa\\_Holyhead#/media/File:Capel\\_Disgwylfa\\_Holyhead\\_-\\_geograph.org.uk\\_-\\_62841.jpg](https://en.wikipedia.org/wiki/Disgwylfa_Holyhead#/media/File:Capel_Disgwylfa_Holyhead_-_geograph.org.uk_-_62841.jpg).

These contributions together confirmed the Duke's location to be as Keith had suggested. **Derrick Codling** added a personal reminiscence of passing the chapel daily on his walk to work in the early 1970s, his MP's father having been the minister. Small world!

**Mick Bond** pointed out that 71000 was withdrawn at the end of the Summer timetable in 1962, ruling out the existing CRA Catalogue date of 1963.

The first Mystery Challenge having been successfully resolved, a revised catalogue record was proposed as follows, with withdrawal and storage details added from the *What Happened to Steam* website, <https://www.whathappenedtosteam.com/?s=71000>

**Neg. No.:** COWP224C

**Date:** April 1961?

**Description:** BR 8P 4-6-2 71000 *Duke of Gloucester* (5A Crewe North) stands on a siding at the south end of Holyhead MPD

**Location:** Holyhead MPD

**Comments:** Originally catalogued 1963, but 71000 was withdrawn in November 1962 and stored until November 1964 on Crewe North shed

## Challenge No. 202

*"Two pictures taken, surely one after the other, on the same day, recorded as 28th August 1954. What was happening and what did it involve?"*

**Neil Smith** started the ball rolling, agreeing with a Facebook poster that the location was Tebay, on the line coming in from Kirkby Stephen. Neil further suggested that these were two photos of the same train, which had changed engines on the NE line, arriving behind BR Standard 3MT 2-6-0 77004 piloting a sister loco, and then shown departing behind LMS Fowler 2-6-4T 42403. The first five carriages at least looked identical.

**Derrick Codling** developed Neil's interpretation further pointing out that the Fowler Tank was departing not on the same line as the arrival, but on the next running line to the north. He suggested there might be engineering works underway and that there would be a pilotman on board 42403.

A Facebook poster noted that 28th August 1954 was a Saturday and suggested the first train behind the two BR Standards was a Blackpool train from Darlington or South Shields while the Fowler Tank was





heading a relief. **Ron Herbert**, however, drew attention to the W90 reporting number on 42403, which was the 9-44 am (latterly) Newcastle – Blackpool Central, and he believed these were two photos of this one train, before and after the engine change close to Tebay No. 3 signal box, on the NER line.

Ron also recalled that there was a train staff for use between Tebay No. 3 and Tebay No. 2, there being a photograph of it in Harold Bowtell's book, *Over Shap to Carlisle*, and posted a couple of his photos of the location taken in 1962, shortly after the line had closed.

While the debate continued about whether these were one and the same train, or two, **Richard Foster** took up the question of the lines the trains were on. Richard commented that the normal route for passenger trains from the NE line to the WCML was via the passenger single line through the NE platform and out onto the main line at No. 1 box — in which case the train in the first photo, once re-engined, would have continued straight ahead.

Richard observed that for some reason after changing engines the train has been routed via the single goods line in order to exit onto the main line at Tebay No. 2. As there was no facing connection at Tebay No. 3, this involved the train setting back over the crossover. Hence, in the second photo the train is further back, having just restarted from the set back move; the loco change occurring somewhere in between.

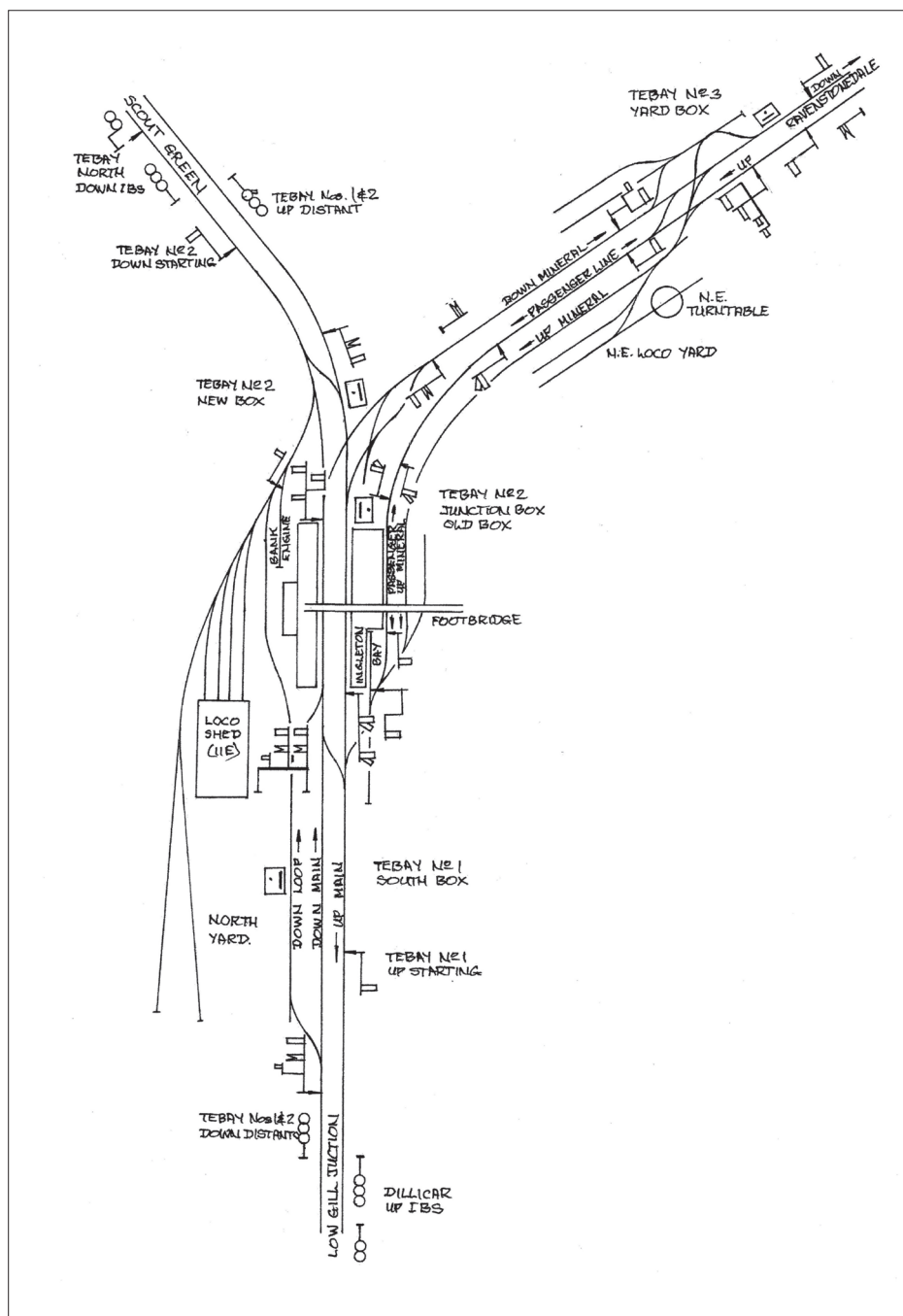
**Graham Worsnop** now revealed the existing catalogue information, these being Ian Pearsall photos. PEF876, of the two Standards, was suggested as possibly a Newcastle–Blackpool train while PEF877 of 42403 was positively identified as the then 9-05 am Newcastle–Blackpool.

**Howard Quayle** was still considering the possibility these were two different trains; 28th August 1954 probably being the last workings of these Summer Saturdays Only trains over Stainmore. The first train behind the Standards might have been the 9-20 am Darlington–Blackpool (arr. Tebay approx. 11-30 am) awaiting an LMS loco, and 42403 could have taken over from (presumably) 4MTs/3MTs on the 9-04 am Newcastle–Blackpool Central (arr. Tebay about 12 mid-day). He suggested the fact that the trains were on separate adjacent lines, both giving access to the WCML at the south end of Tebay station, supported this.

**Ken Harper** recalled that the separate lines off the NER on to the LNWR were controlled by Tebay No. 1 for the passenger line through the 'back' platform at the south end, and No. 2 for the goods line at the north end. He assumed that, when the NER local passenger trains were running, they were in possession of the train staff from No. 3 box to the 'back' platform and return to No. 3, but wondered what happened to the train staff for the through Blackpool, Ulverston etc., trains?

Reminded of Richard's article in *Cumbrian Railways* issue 157, Ken posted a scan of the track diagram, which helpfully illuminated the ongoing discussion.

Ken concurred with Richard's view that these were one and the same train, and



**Tebay track and signalling diagram. Drawn by Richard Foster.**

noted that Richard's article said that the Down Mineral line was 'no block' between No. 2 and No. 3 but 'block working could be instituted under special instructions for the through passenger trains which ran in summer between the North East and Blackpool...'

Ken also agreed with Derrick's observation about the pilotman, saying the photo of 42403, when enlarged, seemed to show in the cab a driver in overalls and a uniformed person but no armband visible.

Richard Foster then offered some detailed thoughts on how rules and regulations and local instructions were all made to work in a practical way given the specific track layout:

If one looks at the NER part of the layout at Tebay, this is laid out in the common NER practice of separating the passenger and goods/mineral lines through the station, so that, as far as possible, the two traffics don't get in each other's way. In this

case through passenger trains between the two railways were very much the rarity, so passenger did not need much in the way of provision.

So a single passenger line sufficed for the NER passenger service, controlled by block and train staff as required for passenger lines. So in normal circumstances, no problem, the No. 3 signman handed the driver the staff to proceed to the station where he or the stationmaster would keep it until time to return, when it could be handed back to the No. 3 signman on passing the box. One can see that the staff had particular importance at Tebay, as, when the passenger trains were in the station, they could be hidden in the train shed and could not be seen by any of the signalmen, and there were no track circuits.

However, when there was a need for a through passenger train from the NER to the up LNWR, the staff would end up with

the No. 1 signalman or more probably the stationmaster when the train passed onto the main line. Then there was no choice but for someone to take it back to No. 3 box on foot. No doubt a porter's job. OK in summer, but not pleasant on a wet Tebay winter's day!

For passenger trains from the LNW to NE the route was via Tebay Nos. 2 and 3 and the Down Mineral Line. Although normally 'No Block', it was provided with block instruments so that it could be worked Absolute Block for passenger trains. Probably in practice the signalmen used the block for all trains as the means of recording the state of the line, effectively as permissive block status. However, the section was quite short and mostly straight so probably both signalmen could see the full length of the section.

Richard then considered the train in the two photos:

For some reason this had been routed out onto the main line at Tebay No. 2. As Ken says, most likely either a train in the platform or some PW work going on. One might have thought the next easiest thing to do was to route the train via the Up Mineral line with pilotman. But perhaps that line was occupied or blocked by the same PW work, or the track was not thought fit!

So, the route becomes over the Down Mineral line. As there was no facing connection between the Up NE and Down Mineral, the first step was to set the train back over the trailing crossover at No. 3 onto the other line. No doubt the engine change was effected as part of the process. Hence the two photographs. Then the train could proceed over the Down Mineral and out onto the main line at No. 2 box. With the section being so short and everyone no doubt knowing each other, no great need to find the pilotman armband!

Richard declared this a wonderful example of a couple of photos showing an interesting working we would otherwise know nothing about!

Given the trains in the two photos appear to have identical stock it was concluded they are the same train, and the revised CRA catalogue records will read:

**Neg. No.:** PEF876

**Date:** 19540828

**Description:** Two BR 3MT 2-6-0s, 77004 (51F West Auckland, with slip coupling) + another on the NE Passenger line with W90, the 9-05 am Newcastle–Blackpool Central express passenger, prior to setting back to Tebay No. 3 signal box to access the West Coast main line south at Tebay No. 2 via the NE Mineral line, following an engine change (see PEF877).

**Location:** Tebay, NE

**Neg. No.:** PEF877

**Date:** 19540828

**Description:** LMS 4MT Fowler 2-6-4T 42403 (11D Tebay) starts away south on the NE Mineral line to access the West Coast main line south at Tebay No. 2 signal box with W90, the 9-05 am Newcastle–Blackpool Central express passenger, after taking over from NER traction (see PEF876).

**Location:** Tebay, NE



### Challenge No. 203

*"What was the coach and where is the picture taken?"*

Tony Jenkinson wondered why he was up late into the night looking at coach photographs, as he claimed to know little about them. More surprising still, he found himself reading discussions of coach working in the South Wales valleys, as he discovered the vehicle in question W27999M featured there. Tony also unearthed a photo on eBay of the coach carrying the condemned symbol said to be taken at Vauxhall (just outside Waterloo) in 1956.

From his researches Tony suggested this was an ex-L&Y coach. Dave Richardson noted the distinctive bogies which he said 'do shout out L&Y'. Dave added that one of the features of the Company's carriage design in this period was that the body width was constructed to the limits of the loading gauge. Consequently, there was, on the face of it, no room for a conventional guards duck. The designers at Newton Heath got around this by tapering the width of the carriage at the guard's end. In this way the guard would have a clear sight along the side of the train.

Derrick Codling added that this coach appears to have a lookout that is more gently tapered from the underframe to the water run-off gutter at the roof join. The tapering recess of the coach does not in itself allow a view of the carriage sides to spot an open door. The saloon part of the vehicle has parallel sides.

Mick Bond, consulting his Longworth (*British Railways Pre-Nationalisation Coaching Stock, Volume 2, LMS & SR* published by OPC), also agreed, and gave the definitive description of W27999M as an LMR Brake Third Open Diagram 131 built in 1916 and withdrawn in March 1956.

Leslie Gilpin meanwhile was thinking about the location and offered a 'wild guess' that it was taken at Leeds from the Midland platforms (Wellington) with the North Eastern train shed beyond.

Ron Herbert fully agreed, contrasting the typical Midland canopies on the left with 'that awful structure on the right', which was where the NER services arrived and departed. He mentioned a photo in the March 2022 *Steam World* of 46109 on a Carlisle train showing the side wall of the NE side of the station with both parts of wall and the roof exactly as shown in the challenge photograph. Peter Rigby added the icing on the cake that the coach was in the South Carriage Sidings, and the photographer was standing on Platform 6.

Several people remarked on the 'W' prefix to the coach number. Keith Fenwick explained, based on Michael Harris's book on LNER carriages, that at first, under BR, coaches were given a prefix denoting the pre-nationalisation owner, e.g. E for LNER, M for LMS. But with the introduction of BR Standard stock, that was changed to a suffix, with the region to which the coach was allocated as a prefix. The Scottish region had its own allocation from 1951, and the example given by Harris is SC1234E for an ex-LNER vehicle. So W27999M would be an ex-LMS vehicle allocated to the WR.

This explanation of nomenclature led to a fascinating if tangential discussion on the wanderings of coaching stock, both away from their allocated region and away from their original stomping ground, with photos of LMR coaches in the far north of Scotland, and an ex-Highland Railway coach on the Lickey incline, as well as more ex-LMS coaches with 'W' prefixes.

Phil Drake commented that the normally thorough Longworth made no mention of transfer of 27999 to the Western Region, which did seem unlikely, but a Facebook poster added to Tony's findings with a comment that there are photos of it in use on the Cambrian section of the WR. Stephen Leece suggested the coach may have acquired its 'W' prefix as a result of boundary changes, being used in an area newly under Western Region care having previously been LMSR. Tony Jenkinson responded with further findings from an RMWeb discussion about how it



seems this L&Y coach got to South Wales. <https://www.rmweb.co.uk/community/index.php?/topic/125950-br-coaching-stock-in-the-valleys-of-south-wales-in-the-early-to-mid-1950s/> He reported that these ex-L & Y coaches were transferred by the LMS in 1932 to the Merthyr, Tredegar and Abergavenny section (also known as the Heads of the Valleys line) which had become a part of the LNWR.

Phil Drake quoted from an ancient *Railway World* article confirming that the Merthyr–Abergavenny line was transferred in BR days to the WR:

*Under nationalisation all LMS lines in South Wales passed to the control of the WR and the shed codes for Abergavenny and Tredegar changed from 4D and 4E to 86K . . . with the introduction of . . . interval services in the Cardiff Valleys area in September 1953 . . . freight services were*

*withdrawn entirely from the MT+A line . . . GWR type auto trains took over all ex-LMS passenger workings with the exception of two peak hour trains and unadvertised miners' trains . . . this has allowed most of the engines at Abergavenny to be transferred away.*

Phil suggested the L&Y coaches would have been redundant after the introduction of auto trains, which Tony's sources suggested happened in 1954.

Les Gilpin added that he understood some Furness Railway carriages similarly migrated to South Wales.

**Graham Worsnop** then posted details of the existing CRA cataloguing; this image actually having two different and conflicting records, wherein lay the mystery. The first, saying the photo was taken in 1955, described the coach as LMS corridor 3rd class brake coach W 27999 M and

suggested the location was Manchester Victoria station. The second, which is now shown to be correct, gave the date as 3rd March 1955, captioned as 'LYR 3rd class brake coach W 27999 M, red/cream' with the location as Leeds City.

The revised CRA catalogue record will read:

**Neg. No.:** PEF969

**Date:** 19550303

**Description:** LMS ex-LYR Brake Third Open coach W 27999 M, built in 1916 to Diagram 131 and withdrawn in March 1956.

**Location:** Leeds City North



### Challenge No. 204

*"Where is 43000, an Upperby loco at the time it seems, and what might the train be?"*

**Derrick Codling** thought this might be the CK&P line with a Class 1 passenger heading east, maybe to be re-engined to head south.

But **Rob Daniels** posting on Facebook was quick to identify this as approaching the site of Sandy Bank signal box from the Smardale direction on the single line section between Kirkby Stephen East and Ravenstonedale on the former South Durham and Lancashire Union Rly, later the NER. Rob said the name of the crossing beneath the train escaped him but he suggested the train was one of the Durham Miners' Specials to the convalescent home near Ulverston.

**Tony Jenkinson** followed up Rob's suggestion and posted a section of a 25" OS map with permission from the National

Library of Scotland. Tony thought this matched the photo very well and suggested that the second track shown on the map was removed when the single line was extended to Ravenstonedale, and Sandy Bank signal box was closed.

**Nigel Wright** also agreed and said he'd walked the deep-walled cutting there a few times. **Ken Harper** mentioned that in the late Pete Walton's book *The Stainmore & Eden Valley Railways* on page 207 there is a photo of 'The metal overbridge to the east of Sandy Bank Summit in 1986' which is comparable with the mystery photo, although the angle of the roadway appears to be different, and on page 118 there is a plan drawing of the west elevation of the same bridge. A Facebook poster added that the metal occupation bridge was scrapped a few years ago.

From the CRA catalogue record, **Graham Worsnop** said this was an Ian Pearsall photo and added that the date

was recorded as October 1961.

**Keith Fenwick**, looking at the make-up of the train, commented that all the coaches were ex-LMS while he thought a Durham Miners' Special would have been more likely to have had ex-LNER stock.

**Howard Quayle** was convinced this was a miners' special and posted example timings as follows: Ulverston dep. 8.40 am – Durham arr. 11.58 am, and Durham dep. 14.50 pm – Ulverston arr. 18.14 pm, although there might have been some variations in these schedules. As the train was an out and back working from the Ulverston end, ex-LMS would be expected. Howard added that after the SSO 1961 season, the miners' train must have been the only passenger working on the Kirkby Stephen East – Tebay section, as this train (with Class 1 lights) ran right up until the route closed – the final working being in December 1961.

Wrapping up the discussion, the Photo



Team posted another Pearsall image from brother Alan of 42666 of Barrow heading the return miners' train from Durham to Ulverston on Friday 13th October 1961, approaching Arnside on the Hincaster branch. The formation of the four-coach train looks very much the same, and it could have been that they were two photos of the same train on the same day, by the two brothers at different locations before and after re-engining at Tebay. **Leslie Gilpin** pointed out that Ian Pearsall had a car to get him to Sandy Bank while Alan did not drive.

The revised CRA catalogue record will read:

**Neg. No:** PES377

**Date:** 196110?

**Description:** LMS Ivatt 4MT 2-6-0 43000 of Upperby heads a 4-coach express passenger west past Sandy Bank Summit between Smardale and Ravenstonedale on the Kirkby Stephen East to Tebay line. The train looks to be the returning Durham Miners' Special, which, at this late date before the line officially closed on 22nd January 1962, worked out from Ulverston to Durham and returned the same afternoon.

**Location:** Sandy Bank Summit

**Ron Herbert** then raised the question of how 43000, an Upperby engine, came to be working into Tebay from the east, when trains normally changed from NER to LMR power at Tebay. Tony Jenkinson noted that by October 1961 Kirkby Stephen MPD had only two engines left on its books, both Ivatt 2-6-0s, Class 2 46458 and Class 4 43045. He later added from a Stephenson Locomotive Society report dated 02.07.1960 that goods traffic through Kirkby Stephen (except for the local pick-up between Kirkby Stephen and Penrith) ceased after Sat. 2nd July 1960. Kirkby Stephen shed then had just one duty left, though in addition a standby engine is needed on summer Saturdays until the Blackpool trains finish. Presumably neither of these engines were available on the day to haul the miners' train?

Ron Herbert and Ken Harper, considering various suggestions thrown up in the discussion, felt 43000 was probably crewed past Sandy Bank by Kirkby Stephen men, given not only the issue of route knowledge but the great sensitivity surrounding which depots handled which work. They felt a likely route for 43000 to Kirkby Stephen would be with Kingmoor men to Appleby, where she would be handed over to Kirkby Stephen men who

had the route knowledge over the Eden Valley and the route via Smardale to Tebay. So an alternative would be for 43000 to travel to Penrith with Upperby men and be handed over to KS men there.

**John Pickup** wondered why Kingmoor men would take an Upperby loco, given they had four Ivatt 4MT 2-6-0s of their own, all having arrived in July 1960 from Kirkby Stephen when that shed lost most of its work. Then again, he noted from photographs that trips from Carlisle to the quarries/gypsum works on the S&C were sometimes headed by an Upperby 4F rather than a Kingmoor one. Might an explanation be that Upperby locos went to Kingmoor for certain repairs? Andrew Naylor confirmed that Kingmoor had a wheel drop whereas he wasn't sure Upperby did.

The challenge produced much entertaining and informative discussion about the whys and wherefores of 43000's appearance, and how work was distributed and battled over between depots. The answer currently remains very much more conjecture than certainty.

### Challenge No. 205

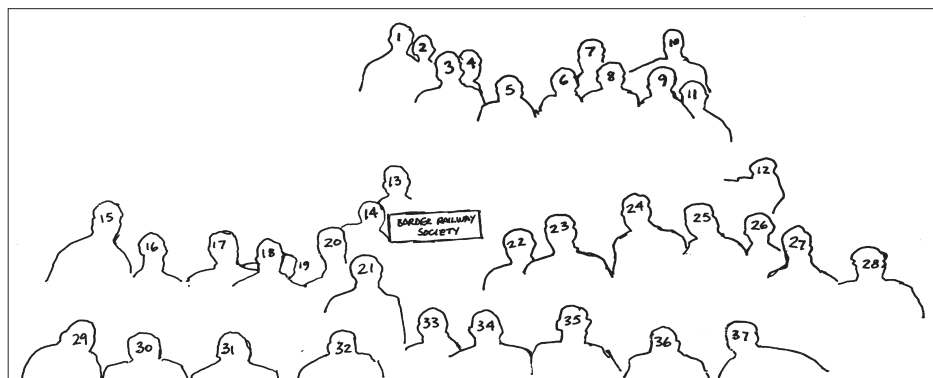
*"Is anybody there? If you were, where were you and when?"*

**Leslie Gilpin** emphatically declared he wasn't there, as it was at the wrong end of the county, and suggested the photo was taken at Lowca during one of the Border Railway Society trips.

**David Gibson** did confess to being there, and, though he could name numerous people, he was keeping his own counsel for the time being.

**Graham Worsnop** posted that this was a Brian Irwin image BR0363 and according to the CRA records was a gathering of Border Railway Society at an unknown industrial location in the 1960s.

After several others had suggested names David Gibson posted a sketch key to the picture and gave the list of names he could now identify on the visit, which he also dated to June 1967. He apologised to anyone he managed to name incorrectly! David commented that while the photo was from Brian Irwin's collection he believed it wasn't taken by him, as he is on the photo at the top. He suggested that John Packham took the picture using a tripod and shutter release time delay, as he has



#### KEY

1. David Gibson
2. ?
3. Geoff Jackson
4. Peter West
5. Graham Gibson
6. Chris Pope
7. Brian Irwin
8. Jimmy Grimer
9. ?

10. ?
11. ?
12. Peter Bacon
13. Eddie West
14. ?
15. Walter Moffat
16. John Hammond
17. Mike Carrier
18. ?
19. ?

20. ?
21. Ian Thompson
22. ?
23. John Bowes
24. Chris Snowden
25. John West
26. Len Parker
27. Martin Reeves
28. ? (Driver)
29. Alan Straker
30. ?
31. ?
32. Bill Kellett
33. Peter Robinson
34. John Packham
35. Geoff Hamsher
36. Bill Parkes
37. ?





a few doors from Peter in Shap Grove, Carlisle and he worked for North Western Electricity Board (NORWEB). A very friendly character, a good photographer who sadly died quite young'.

The revised CRA catalogue record for the challenge image will read:

**Neg. No.:** BI0363

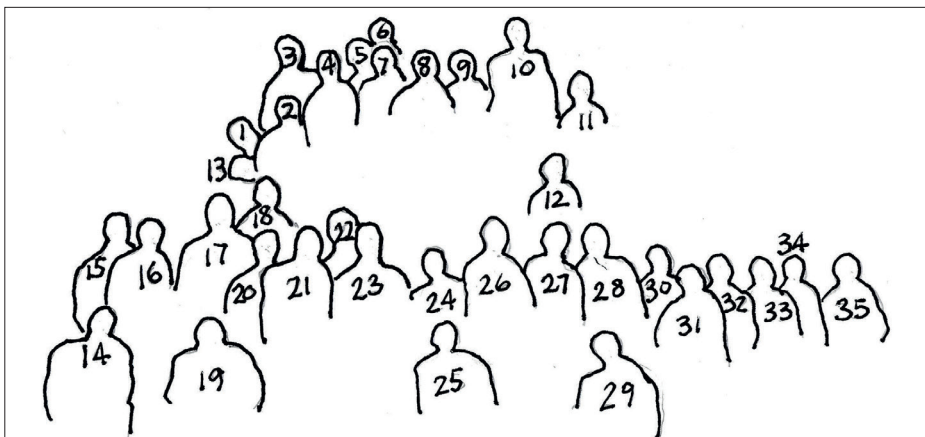
**Date:** 196706

**Description:** A group photo of Border Railway Society members on and around a WISCo Yorkshire Engine Co Diesel shunter with an NCB 0-6-0 saddle tank to the left at Lowca / Harrington No. 10 Pit during a Society brake van trip on the Lowca Light Railway. Same image as PWR Collection p16d30.

**Location:** Lowca

#### KEY

2. David Needham
3. Brian Irwin
4. Graham Gibson
5. Arthur Ruff
7. Geoff Jackson
9. Jimmy Grimer
10. Peter West
12. Eddie West
14. Alan Straker
16. John West
18. Walter Moffat
20. David Gibson
21. Mike Carrier
22. John Bowes
23. John Hammond
24. Bill Parkes
25. John Packham
27. Martin Reeves
28. Chris Snowden
29. Geoff Hamsher
30. Len Parker
31. Ian Thompson
33. Bill Kellett
35. Peter W Robinson



not got his camera with him and looks as if he has re-joined the group in haste in the front centre.

David then posted another photo (above) from the Peter Robinson collection (PWRXp16d31) taken on the same trip close to Harrington Junction, and supplied a second sketch key and list of names.

David also suggested 13 is Peter Bacon, who was present on this trip. **Stephen**

**Leece** suggested No. 1 is Richard Perry.

**Andrew Naylor** pointed out that this series of Peter Robinson images prefixed 'p' were taken by John Packham. This jogged David Gibson's memory who recalled 'John Packham took a picture of us all at Harrington Junction using tripod and camera on time delay. His first attempt failed when he tripped over a brick when running back to join the group. John lived

#### Challenge No. 206

*"Familiar country, but where, and which way is the train heading?"*

**Eliot Andersen** started the discussion noting that 43116 spent its short life allocated to Leeds Holbeck (1951–56) and then Normanton (1956–66). He suggested the train was a service between Morecambe and Leeds/Bradford somewhere west of Settle Junction, eastbound in the afternoon.

**Keith Fenwick** commented that the coaches were ex-LMS, the centre vehicle being a Period II Brake Third, while the other two are either Third or Composite corridors, with the corridor side visible (no lavatory windows).

**Ron Herbert**, adding that the first and last coaches were Stanier vehicles, had been comparing the telegraph poles with his own photos, which led him to conclude the location was somewhere in the vicinity of Eldroth, between Clapham and Giggleswick. Near Wennington Junction the poles have eleven cross posts; around





Borwick they have five cross posts and are on the Down side while at Hornby they have five cross posts and are on the Up side. Ron agreed this was an Up train from either the Morecambe or Carnforth line to Leeds, and possibly the 8.05 am Lancaster Green Ayre to Leeds City, which he recalled as being a three-coach train.

**Tony Jenkinson** also agreed about the general location and suggested it was between Clapham and Eldroth. He'd noted photographs of the 4.55 pm Carnforth-Leeds as a three-coach train. **David Gibson**, looking to pin down the location more precisely, thought the photo may have been taken from near the overbridge on the track towards Lawkland Green, looking towards Lawkland Hall Wood (as shown on the old maps), about a mile west of where the line curves away from the present A65 towards Eldroth.

**Peter Smith** posted two pictures taken on 19th May 1984 between the site of Eldroth box and Lawkland Green, with Lawkland Hall Wood behind the train in the second shot, but after further deliberation decided the challenge photo was taken further west, between Clapham and Kettlesbeck, approaching Lane Side Bridge.

Eliot agreed with that and posted a link to a photo of 46115 in 2019 on Flickr <https://www.flickr.com/photos/101613954@N05/49223647271/>. He described the location as Lawsings Brow, noting though that the parapets of the under-bridge seem to have been rebuilt in the intervening 60 plus years.

**Graham Worsnop** provided the date of the photo from the current cataloguing as April 1955.

Ron Herbert, concurring that we'd pinpointed the location, raised the question of how best photo locations should be described in the CRA image catalogue. He lamented the current trend in railway magazines to refer to locations by names that have no railway connection, and suggested we should try as far as possible to use names with a railway significance.

This led to an extended and detailed discussion that generated many interesting ideas, using both the Location and Description fields in the catalogue, and possibly including grid references, as per the Benchmark Survey. **Tim Saunders**, Filemaker Gatekeeper, said his long-term ambition would be to attach coordinates to each catalogue record, which would

allow people to use a map to search for photos, but noted there would be a huge amount of work involved to achieve this. But Tim tantalisingly posted a link to a geo-referenced 25" OS Map from the National Library of Scotland website onto which he'd dropped a marker showing the exact spot from where the photo was now believed to be taken. It is hoped this fascinating and constructive discussion will help progress ideas for more usefully defining locations in the CRA image catalogue, and more easily retrieving images of locations of interest going forward.

Meanwhile, the revised CRA catalogue record will read:

**Neg. No.:** PEJ121

**Date:** 195504

**Description:** LMS Ivatt 4MT 2-6-0 43116 (20A Holbeck) climbs away from Clapham towards Eldroth approaching Lane Side Bridge at the top of Lawsings Brow with a three-coach Up stopping passenger.

**Location:** Clapham



### Challenge No. 207

*"The Black 5 was apparently 44876, a Kingmoor loco, but where?"*

**Ron Herbert** immediately responded with 'Thrimby Grange, heading south' and then regaled us with a tale from the footplate:

*I travelled on the footplate of Stanier Class 5*

*45228, one of Kingmoor's best, I think not, working 5K03 02.50 Carlisle yard to Crewe on the 3rd November 1966, with Carnforth driver Ronnie Nelson. 45228 was not in good condition and would not steam, so we stopped out of course for water at Penrith 04.29-04.35 just for a blow up. We left Penrith 48 late and cleared Shap Summit at 05.16, 54 late.*

*I remember Ron learning out of the cab at this location and tapping the cab side and saying "Come on old girl you can do it" and we did, arriving at Carnforth 50 late.*

*We had left Carlisle Yard eight late after remarshalling the train, 43 = 45 including 25 fitted, fog Carlisle Yard to Penrith then a lovely clear night. My records show temporary speed restrictions at Eden*



Valley Jcn 50mph, Harrisons Sidings 20mph, Grayrigg 50mph, Burton and Holme No. 1 20mph.

Facebook posters suggested 'south-bound climbing Shap just before Shap Harrisons' and again 'Thrimby Grange'.

**David Gibson** was more specific, saying his first thoughts were Edge Brow overbridge near Thrimby before re-building for electrification. **Keith Fenwick** asked if Edge Brow was the second bridge south of Thrimby, as the first bridge, just beyond the end of the loop, was a plate girder one; the one in the challenge photo being stone-built.

**Graham Worsnop** posted the existing catalogue details, this being an Edwin Cowper image, COWP275C from 1964/1965, with the description 'LMS 5MT 4-6-0 44876, up goods comes under bridge, low light. Location thought to be Thrimby Grange, near?'

So Thrimby Grange it is, but **John Pickup** was concerned to establish just which bridge was in the picture. He suggested that it was actually an accommodation bridge to the north of Edge Brow bridge, the latter being a plate girder bridge, as Keith had pointed out, on the road that runs past Shap Beck Cottages. He posted a Bob Leslie picture showing the bridge by the cottages.

David Gibson agreed that the bridge in the challenge picture was accommodation bridge CGJ7/140 at map reference NY559188 and attached images he took for the Benchmark Survey. Note the slightly arched stone that survives over a new concrete deck after rebuilding. The grey structure of Harrowstead Bridge 140A, which now carries the M6 over the railway just to the north, is visible in the background.

**Ken Harper** said that throughout his working life he knew Bridge 139, the plate girder bridge, not as Edge Brow bridge but as Morland/Newby Road, and Ken also posted photos he'd taken a couple of days earlier. The profile of the stone walls on the cutting side matched well, even nearly 60 years on, with the challenge photo.

**David Atkinson** commented that according to a Victorian map Edgebrow Bridge is further down the Morland/Newby Road and is a road bridge over Gunnerkeld Sike, which would appear to be a small stream or beck.

**Keith Fenwick** then posted a picture he took in 1967 looking south from Bridge 140 towards Bridge 139, Morland Road.

And with all settled, Graham Worsnop posted the revised catalogue entry:

**Neg. No.:** COWP275C

**Date:** 1964/5

**Description:** LMS 5MT 4-6-0 44876 climbs south of Thrimby Grange with an Up Class 5 freight bringing its train under accommodation bridge No. 140 to the north of the Morland Road bridge by Shapbeck Cottages. Low light.

**Location:** Thrimby Grange



Accommodation bridge CGJ7/140. CRA image AAC989Ost.



Looking north from Bridge 139 (Morland Road) towards accommodation Bridge 140, Pooleys, with the M6 in the background crossing the WCML on Bridge 140A Harrowsteads. Ken Harper.



LMS Black 5 45061 (12A Kingmoor) coasts down from Shap Summit towards Bridge 140 at Thrimby Grange in 1967 with a Down Class 5 freight. Keith Fenwick.



## Challenge No. 208

*"One from West Cumbria. The date was 6th. September 1954. So what is 52501 up to and where?"*

This mystery challenge proved to be a quickly resolved affair, though it led to important revisions to several catalogue records.

**Tony Jenkinson** was quick to point out that in the chatline discussion of Challenge 34 Ron Herbert had posted a photo of his youthful self in front of the same train at the same location, which was Distington.

**Allan Beck**, who was born in Distington, advised that, in the challenge photo, 52501 was standing on the Down Main Line at Distington Station with the West Cumberland Rail Tour W699 in September 1954; the signal being No. 3 Down Main Home. Back in Challenge 34, Allan had informed Ron that he was pictured standing on the siding that was used by the local coal merchant, Mr Lamb, who, believe it or not, was still in business. Allan said the house just to the right of the loco is still standing, and used to be the residence of the late Dr Calder, one of the village doctors. It was a fascinating place Distington, and he knew two signalmen that worked Distington Joint signal box, the late Bobby Messenger, and Alan Murphy, who is now in his 90s.

**Graham Worsnop** then posted the current CRA catalogue entry for the photo, which was from the Bill Shillcock collection. The record clearly had several deficiencies, firstly, as it suggested the location was Moor Row, and that the train was departing for Rowrah. Clearly not so. The existing record also gave the date of the railtour as 6th September 1954, which was in fact a Monday, whereas, as Tony Jenkinson had pointed out, the railtour was actually on the Sunday, 5th September 1954. There's an image of a ticket for the tour with the date printed on the Sixbells junction site at <https://www.sixbellsjunction.co.uk/50s/540909sl.html>

The revised CRA catalogue record will read:

**Neg. No.:** SHI201

**Date:** 19540905

**Description:** LMS (ex-FR) 0-6-0 No. 52501 heading W699, the Stephenson Locomotive Society and Manchester Locomotive Society's West Cumberland Rail Tour on the Down Main Line at Distington Station, stands alongside No. 3 Down Main Home, which is pulled off ready for the train's departure on the final leg of the tour via Moor Row to Whitehaven Corkickle.

**Location:** Distington

As a result of the challenge discussion, the Photo Team were also able to correct the date on the other Shillcock images of W699, and to rectify two typos discovered in the records for Stan Buck photos of W699 in which 52501 had become 52510.



## Challenge No. 209

*"A picture from 1948, but what can we say about the coach on the left and its origins?"*

**Mick Bond**, reaching for Longworth, advised that the coach was M18990M, a Highland Railway diagram 37/79 non-corridor lavatory third built in 1903 and withdrawn in 1951. Longworth gave the builder as Ashbury, and Mick added that

the coach had 66 third class seats and 4 toilets, though the toilets did not 'reach' all compartments.

Mick said that at least as interesting was what the coach was doing presumably somewhere in Cumbria, to which Phil Drake commented that he had seen a photo of a Highland Railway coach as far south as the Lickey.

**Keith Fenwick** originally wasn't sure



about the fourth digit and whether the number might have been M18980M, but on checking his sources discovered that coach was withdrawn in LMS days, so M18990M it was. He reported though that Peter Tatlow's *Highland Railway Carriages and Wagons* records the builder as Pickering. Ashbury built 18983–88 in 1902 and Pickering built 18989–93 in 1903.

**Graham Worsnop** advised that this is a Pearsall image PEB074, but it was another case where the image catalogue had two different records for the image. One was in agreement with the discussion that it was ex-Highland Railway M18990M and the photo was dated 3rd August 1948, while the other record suggested it was an ex-LNWR coach and the number was M18980M.

The identity and details of the coach having been established, **John Pickup** wondered whether we could also pin down the location. He thought the coach was standing on one of the most northerly roads in Morecambe Balloon Sidings between Euston Road and Bare Lane, which was a favourite Pearsall location for photographing old coaches, and the number of sidings visible seemed broadly to fit too.

John posted a zoomed-in image, and suggested that through the coach windows there was what looked like the sloping roof of the RH one of a pair of semi-detached houses, and through the next droplight there's what could be a chimney stack with four pots in line. **Ron Herbert**, who in his youth used to live nearby in the station house at Bare Lane, thought it did indeed look like Balloon Sidings, and posted one of his photos of Balloon Sidings showing in the background both semi-detached houses and what looked like a similar chimney stack with four pots.

**Derrick Codling**, who also used to live nearby, posted a current photo also showing a stack with four pots, and Ron and Derrick concurred that the location was Balloon Sidings.

The revised CRA catalogue record will read:

**Neg. No.:** PEB074  
**Date:** 3rd August 1948  
**Description:** M18990M, an ex-Highland Railway non-corridor lavatory third built in 1903 to diagram 37/79. Withdrawn in 1951.  
**Location:** Morecambe, Balloon Sidings

## Challenge No. 210

"45444 at speed, but where?"

**Tony Jenkinson** started this one off, as so often nocturnally, by suggesting this was Bay Horse on the WCML between Lancaster and Preston. **Ron Herbert** wasn't convinced, and looking at the substantial stone wall to the right suggested the location might be a former station on the Maryport & Carlisle line. Ron noted vans behind the two leading passenger coaches, which suggested this was a parcels train (and indeed the loco is carrying Class 3 lamps).

Settle Junction was suggested by a Facebook poster, but Tony then produced a link to a very similar photo, clearly the same location, which was indeed recorded as Bay Horse: <https://www.flickr.com/photos/96859208@N07/10560120503/in/photolist-h696Uh-h69am7-h6anVa-h696os> He noted that 45444 was a Lostock Hall engine from early 1966 until the end of BR steam (in the photo 45444 looks to be carrying a 10D Lostock Hall shedplate which gives an indication of the date).

**Leslie Gilpin** agreed this was likely to be the main line, as the telegraph pole was too substantial to be a secondary route.

Ron Herbert then found a picture of Bay Horse in Bernard Mills's book *Steam North West*, which convinced him Tony's nocturnal suggestion was indeed right. Ron noted that Bay Horse goods yard was used to unload cement for the construction of the M6, which came from Snodland in Kent as block trains.

**Graham Worsnop** then posted the existing catalogue details, which had described this as an Up passenger working in around 1966, location unknown.

The salient details of the photo having been established, Ron Herbert added a supplement from a recent conversation with Roger Hammond, whose father, John Hammond, was the last stationmaster at Bay Horse. Ron said that a number of chatline members will remember Roger, as he was the freight services manager at Carlisle in the late 1990's, before moving to Inter City West Coast as the driver manager at Preston.

Rogersaid that his father was the stationmaster at Camerton on the CK&P before moving to Carnforth goods office and then to Bay Horse. When Bay Horse closed, he took over the stationmaster's position at Garstang & Catterall, and following that he became a relief stationmaster (RSM). Prior to going to Camerton he was the SM at East Langton on the Midland main line.

Ron noted that Derrick Codling and he remembered John Hammond as an RSM, and recalled that the next SM at Garstang & Catterall was Alec Fox, who came from

one of the stations on the Midland main line, which he thought was Lazonby & Kirkoswald.

The revised CRA catalogue record will read:

**Neg. No.:** KNL024  
**Date:** 1966?  
**Description:** LMS Stanier 5MT 4-6-0 45444 (10D Lostock Hall) approaches the former Bay Horse station at speed with an Up Class 3 Parcels/Empty Stock train.  
**Location:** Bay Horse  
**Comments:** 45444 was allocated to Lostock Hall from w/e 19/2/66 until withdrawal w/e 3/8/68 (BR Database).

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