

The Mystery Photo Challenge

Challenge Images No. 17 — Numbers 211 to 220

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 201, 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 211 – 20 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. 211

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

Tony Jenkinson was, as so often, first off the mark with a confession that this picture had him puzzled, and that he spent time thinking this was a Ramblers' Excursion from Leeds, perhaps in the

Clapham and Ingleton area. But the penny finally dropped when he spotted another line in the background and realised it was very close to his home. Noting from the 37A shedplate that it was an Ardsley loco, he suggested this would be an excursion from the Leeds area via Preston.

Ron Herbert, who realised this was even closer to his childhood home, posted

a superb picture of the same loco 'not far away' in Morecambe.

Following a suggestion from a Facebook friend that the train was the Newcastle–Stranraer 'Paddy' somewhere between Newcastle and Carlisle, **Keith Fenwick** ruled that out with another excellent photo, this time of the level crossing and signal box at Corby Gates, pointing out there

were far too many telegraph wires on that line compared to the few on the challenge photo.

Finally, Ron Herbert produced the clinching photo of 'Crab' 42938 at the almost identical spot, with the same hedge in view, coming tender-first round the curve from Morecambe South Junction towards Bare Lane on the 6th April 1964, working 2P97, the 16-51 pm Lancaster Castle to Morecambe Promenade.

So the revised CRA catalogue record will read:

Neg. No.: PEF423

Date: September 1952

Description: LNER B1 4-6-0 61385 (37A Ardsley) rounds the curve from Morecambe South Junction to Bare Lane with an excursion train for Morecambe, probably from the Leeds area via Preston.

Location: Morecambe South Junction



LNER B1 4-6-0 61385 running Light Engine after arriving at Morecambe Euston Road with excursion 1X24. 9th August 1961. Ron Herbert.

Challenge No. 212

"The Ivatt 4MT 2-6-0s worked all over the country, but we really doubt the catalogue location for this one."

Tony Jenkinson led off, as ever, with a hint towards eastern England, and **Derrick Codling** suggested that, as the loco 43058 spent time allocated to Boston, or its sub-sheds Sleaford and Spalding, the location with its distinctive signal box was maybe somewhere on the GN/GE joint line.

Derrick also pointed out the M&GN tablet catcher built into the tender of the loco — a comment which later on, when ideas for the actual location were elusive, elicited photos and much discussion about tablet catchers built into DMUs and diesel locos, notably across Scotland.

Les Gilpin commented that the concrete signal posts like the one in the picture were used on the M&GN as well as on the Furness. **Howard Quayle** wondered whether the signal box was around March, perhaps March South Jcn, where the GN&GER Joint line to St. Ives/Cambridge leaves the GER line to Ely, but the door into the operating floor seemed to be in the wrong place compared to more recent images.

Tony Jenkinson added that 43058 spent most of the early to mid-1950s at New England, going to Boston in 1958 until 1964. He added that three Ivatt 4MT 2-6-0s from the ER, 43066, 43095 and 43105 moved to Carnforth in 1964, though he hadn't seen any photos of the first two in the CRA area. **Ron Herbert** duly obliged with two photos (seen right and on the next page) of 43095 at Lancaster working Target 91 on 3rd March 1966.

Further suggestions for the location around March and Boston came from Facebook friends and Howard but with no clear conclusion. When **Graham Worsnop** revealed that the existing catalogue location had suggested this was Workington, no voice was raised in support.

So unless and until someone has a eureka moment, which can at any time be



LMS 4MT 2-6-0 43095 in Platform 5 on Lancaster Castle station with the M&GN tablet catcher clearly displayed. 3rd March 1966. Ron Herbert.

taken on board of course, the revised CRA catalogue record will read:

Neg. No.: STW003

Date: 1957-1960?

Description: LMS 4MT 2-6-0 43058 stands by a concrete signal post, with a signal box in the background. Rear 3/4 view.

Location: Unknown, probably Eastern Region

Comments: 43058 carries the later BR tender emblem but no electrification flashes, which suggests that the photo was taken between 1957 and 1960. The location is likely to be within the sphere of operation of New England and Boston Class 4 locos.



LMS 4MT 2-6-0 43095 working T91 trip seen from Lancaster No. 2 signal box.
3rd March 1966. Ron Herbert.

Challenge No. 213

"A familiar loco that survived until the very end. Little to show where she is, but you'll doubtless tell us."

Quick as a flash, **Ron Herbert** said '10A' and posted a picture he took of the loco in a similar location on 23rd July 1968. He went on to explain that he immediately recognised the LNWR houses on Grosvenor Road in the distance behind the tender, as well as (to the left of the loco) the water tank at the south end of the up main platform.

Tony Jenkinson suggested the picture was possibly taken very near to the end of steam operations in Summer 1968, around the time the locomotive became a 'TV star for a day'! Tony explained that on the 19th July '68 it was the loco used in a BBC TV programme 'A Spoonful of Sugar' presented by Keith Macklin. He understood that the programme was aimed at trying to give children who had serious long-term health problems a special day doing something which they had wished for. A friend, Mike Ellis, who worked at Carnforth station at the time said that in this case the programme was made for a boy suffering with spina bifida who had longed for a footplate ride on a steam locomotive. One of the current volunteers at Carnforth station's Visitors Centre was the fireman on the engine on the day the programme was filmed. Trevor Ermel photographed activity in connection with the filming in the 'Up side' bay platform, and I think the young man had a ride on the engine from Carnforth to Morecambe and back.

Tony mentioned that 45017 featured in the operation of the enthusiast's special trains run to 'celebrate' the end of steam traction, when, on Sunday August 4th '68, it worked one of the two Stephenson Locomotive Society 'Farewell to Steam' specials, along with another Carnforth Class 5, 44874, on a lap of the Pennines from and back to Manchester Victoria.

John Pickup was out that day with his brother Roger and took this photo of 45017, led by 44874, on the climb from Todmorden up to Copy Pit with SLS (Midland Area) 'Farewell to Steam' special No. 2.



Carnforth 'Black Fives'
44874 & 45017 heading
the SLS 'Farewell to
Steam special' north from
Todmorden. 4th August
1968. John Pickup.

Tony added that 10A was well represented that day, turning out six of its Class 5s for the special trains. One of the 'stars' of the 4th August specials was 44894, the last but one steam loco to visit Windermere (on Thursday 1st August) when it was driven back to Kendal by good friend and CRA member Raymond Penn. This was courtesy of driver Alfred Burgess who had a claim to fame as he was on the footplate of the Stanier 2-6-4T that featured in the film 'Brief Encounter.' The film can be viewed at Carnforth Station Visitors Centre's own little cinema.

Graham Worsnop posted the existing record for the challenge photo, which stated that it was a Bill Worden image, WOR225, from around 1960, and location 'not known'.

The location being firmly identified, Tony Jenkinson said that the date of the photo would be during 45017's final stint

at Carnforth from late summer 1965 onwards, after a transfer away from Carnforth into deepest Lancashire around May 1959. In support of this, Tony noted the 25kv warning flashes, the lowered top headcode lamp bracket, and the painted 10A shed code

Further support is provided by various photos of 45017 showing that prior to her last works repair in October 1965 the steam lance cock on the RHS of the smokebox (looking forward) was just above the centre line, whilst in the challenge photo it is in the alternative position below the centre line. Photos on the web show 45017 in quite scruffy condition until mid-1967, by which time it had the painted-on shedcode, but much cleaner (in line with the challenge photo) from late 1967 onwards.

Accordingly, the revised CRA catalogue record will read:

Neg. No.: WOR225

Date: 1967-1968?

Description: LMS 5MT 4-6-0 45017 stands in steam towards the south end of Carnforth MPD

Location: Carnforth MPD

Comments: The painted 10A shedcode, lowered top lamp bracket and lower position of the steam lance cock on the smokebox side date the photo to 45017's later spell as a Carnforth loco from August 1965 until the end of steam. The relatively clean condition suggests the date to be after mid-1967, and quite probably during the last months of BR steam operation — 45017 being one of the locos used on the Stephenson Locomotive Society (Midland Area) 'Farewell to Steam' No. 2 special on 4th August 1968.



Challenge No. 214

"Two for the price of one, and another where we don't believe the location in the catalogue."

Tony Jenkinson, Noel Machell and Les Gilpin all swiftly identified the location as approaching the Eden Viaducts, just south of Etterby Junction to the north of Carlisle. Noel added that the train was on the Down fast about to cross the original viaduct with the goods lines leading to the later WWII bridge on the right. With the location settled, attention turned to the train and Tony suggested it looked like a Lancashire-Glasgow/Edinburgh train with a Carstairs Class 5 as pilot.

The challenge photo was a Bill Worden image and **Graham Worsnop**

posted the existing catalogue details that this was from 1st September 1957, of 'LMS 5MT 4-6-0 44955 with another, down passenger approaching station, possibly Dalton?'

It was further noted that contrary to the catalogue suggesting the train engine to be another 'Black Five' the close proximity of handrail and ejector pipe shows it to be a Jubilee with perhaps a Fowler tender.

1st September 1957 was a Sunday, and the angle of the sun, marginally on the front of the loco, suggests the time is late afternoon. If this was a Lancashire-Scotland service, as Tony suggested, maybe this was the afternoon Manchester/Liverpool-Glasgow, which in 1958 at least arrived in Carlisle at 4-30 pm, running until the equivalent Sunday, 31st August?

The revised CRA catalogue record will read:

Neg. No.: WOR043

Date: 19570901

Description: LMS 5MT 4-6-0 44955 (64D Carstairs) and an unidentified LMS Jubilee 4-6-0 double-head a Down express passenger north of Carlisle approaching the original Eden Viaduct on the Down main.

Location: Eden Viaducts, Carlisle

Comments: 1st September 1957 was a Sunday and the angle of the sun suggests the time is late afternoon. Possibly this was the afternoon Manchester/Liverpool-Glasgow service?

Challenge No. 215

*"Not even a train for a clue to this location.
But that signal?"*

First to venture a view was **Ron Herbert** who thought this was a line he'd only travelled over once and the two distant signals (on the Whitehaven, Cleator and Egremont railway), were for Woodend and Moor Row No. 2. **Eliot Andersen** agreed about the railway, but favoured a different location, between Low Hall Farm Bridge and Needless Bridge (A595), the signals being for Corkickle (Mirehouse Jcn) and Moor Row.

Peter Holmes, noting the arms were quite different sizes, suggested that the upper one was a 'fixed' distant, only one balance weight being visible.

Mike Powell begged to differ, suggesting the signal was on the Cleator & Workington Junction line to the north-west of Keekle viaduct. **Graham Worsnop** was thinking about yet another location, at Gutterby, so close to Ron's location on the WC&ER.

These suggestions were accompanied by attempts to reconcile the locations with the fells visible in the background, but then **Allan Beck** swept in and with the voice of authority declared that he'd identified the signal in correspondence in *Cumbrian Railways* back in 1987/8! He explained that the signal was on the approach to Distington from High Harrington, with the small upper arm being the Down Main Fixed Distant for Distington Joint Signal Box while the lower arm is the Up Main Line Distant. Allan pointed out that the roof vents of High Duty Alloys are visible to the left, with Grasmoor, Blake Fell and Knock Murton Fell on the horizon, left to right.

Graham Worsnop, congratulating Allan on resolving the issue (as he knew he would) added that there is a clearer version of the image that Allan refers to on page 397 in Richard Foster's article 'Distington and the Gilgarran Branch, Part 2, Distington Joint Junction Continued', *Cumbrian Railways*, Vol.12, No.10, May 2018. Eliot Andersen, adding his own congratulations, noted there were concrete sleepers on the



Down, which were introduced in the UK in the mid-40s.

Allan Beck added that the Cleator & Workington Junction closed between Moor Row No. 2 & Distington Joint Signal Box on 16th September 1963. After this a single line was kept *in situ* from Calva Junction to Distington Joint Signal Box, now classed as a ground frame, to serve the High Duty Alloys Factory and a coal siding for the Distington coal merchant Mr Lamb. This single line closed on 26th September 1965 leaving a stump from Siddick Junction to Calva Junction (reverse) and onward to RNAD Broughton Moor (it closed to traffic on 4th June 1992).

Graham Worsnop rounded things off by posting the original catalogue record which explained that this was a Bill Shillcock image dated c1950. The revised CRA catalogue record will read:

Neg. No.: SHI021

Date: c1950

Description: A view south-east showing a signal carrying two Distant arms for opposite directions on the approach to Distington from High Harrington on the Cleator & Workington Junction Railway. The small upper arm is the Down Main Fixed Distant for Distington Joint Signal Box while the lower arm is the Up Main Line Distant.

Location: Distington

Comments: A photo of the signal from the other side appeared on page 227 of *Cumbrian Railways*, Vol.3, No.14, October 1987 and was identified in a letter on page 245 in Vol.3, No.15, February 1988. A clearer version of this other image appeared on page 397 in *Cumbrian Railways*, Vol.12, No.10.



Challenge No. 216

"A picture from 1956, but what can we say about the coach and its origins?"

Mike Norris kicked things off, swiftly identifying the coach as an LNWR Bowen Cooke Corridor Brake Third Diagram 315B, showing great similarity to the Full Brake Diagram 370, which had been discussed before. This particular coach, M6122M, lasted until Feb 1958 and displayed many standard LNW features including brake pipe under stepboard, and, while it still had its side lamps, the top step over the corridor connector has been removed (electrification?).

Mike wondered if the recessed handles adjacent to the doors were a later modification, as normally the LNWR provided external handrails adjacent to the doors, so were there clearance problems? He commented that this was an unusual vehicle, having only two compartments

and a brake section, and thought it was perhaps used for a specific service.

Keith Fenwick reported that the type is depicted on page 87 of *Illustrated History of LNWR Coaches* by David Jenkinson. This shows the other version, which was a mirror image of M6122M. Keith answered some of Mike's questions explaining that the coaches were part of six-coach, recessed-door sets built in 1917 for the Liverpool–Newcastle service. The recessed handles appear to be original. Later in life some of the coaches were used on the Carlisle to Maryport service, hence the window bars in the challenge photo.

A Facebook friend added that the coach has an elliptical roof and 'Toplight' style body panelling, being 9' wide with no raised lookouts. It was dual brake fitted (vacuum and Westinghouse air) so could work with NER locomotives and stock.

Mike Peascod, off chat, fed in further information from Bob Williams of the LNWR Society: *Two trains each of six carriages were built with recessed doors in 1917 for the Newcastle to Liverpool service. They were all 52ft 6in long and arranged so that the corridor was on the same side for the whole train. There must have been some clearance issues along the route to warrant the extra cost of the recessed doors. The formation was D315A/B - D266A - D96A - D266A - D266A - D315A/B, so there were twelve 52ft 6in carriages with recessed doors in total. The diagrams were:*

D315A Brake Third

D315B Brake Third (handed version of D315A)

D266A Third

Mike wondered whether the Liverpool–Newcastle trains might have gone via Carlisle, but Andrew Naylor quickly advised that they went via Leeds. **David Gibson** expanded on that by explaining that the Liverpool to Newcastle service via Leeds originally ran via the Leeds Northern route through Ripon to Northallerton, and then up the Durham coast. In BR days some ran via York and/or Durham with interconnecting trains on the alternative routes. David said that there was a myth perpetuated by some modellers that they were of mixed regional stock, but that is incorrect. Each train was supplied by one of the Regions/Companies using their own vehicles.

Derrick Codling said that this looked like another photo of a coach in Balloon Sidings, between Morecambe and Bare Lane, taken from South Road. Mike Peascod commented that it was perhaps in store.

John Pickup, noting that the Pearsall brothers took many photos of coaches in Balloon Sidings, asked whether Balloon Sidings was used for long-term storage of coaches or, especially in the early 50s, were these veteran vehicles simply arriving on excursions, being held in the sidings during the day, and returning whence they came in the evening?

Derek Codling responded that from his involvement with wiring out Special Traffic movements he had learnt that empty stock came and went from various places in Lancashire and beyond, not always

involving use at Morecambe Euston Road. Stock was sometimes assembled for shopping in main works.

When the proposed revised CRA catalogue record was posted **Mike Williams** pointed out that Bowen Cooke was CME at Crewe and had little, if anything, to do with carriage design. C.A.Park was Carriage Superintendent at Wolverton from 1886 to 1916 when Trevithick took over, so technically this 1917 design was built during A R Trevithick's reign — so was it appropriate to describe the coaches as by Bowen Cooke? After some discussion it was agreed that while 'Gresley coaches' and 'Stanier coaches' for example were common parlance, one rarely spoke of 'Fowler coaches'.

This thorny issue was side-stepped by substituting the date of build for the person who may or may not have had close involvement in the design, so the record now reads:

Neg. No.: Image: PEG680

Date: 20th May 1956

Description: LMS, ex-LNWR Corridor Brake Third, Diagram 315B, No. M6122M, built 1917, originally as part of a six-coach set for Liverpool–Newcastle services via Leeds. The coach saw later use on the Maryport and Carlisle section and carries the associated bars on the droplight windows.

Location: Morecambe, Balloon Sidings



Challenge No. 217

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

Peter Smith had a quick guess: 'between Borwick and Arkholme, with Keerholme bridge in the background?' He felt the telegraph poles looked right for that, and suggested the train was an afternoon Carnforth-Leeds.

Howard Quayle agreed this would be a train heading for Leeds, where 41119 was allocated from May 1958 until withdrawal in December, having previously been a Llandudno Junction loco until a move to Crewe North in 1957. But this was an eight-coach train, atypically long for a Carnforth–Wennington service train, so was this east of Wennington towards Clapham perhaps?

Keith Fenwick pointed out C414 chalked on the buffer beam, and Peter Smith said that C414 was the 2-43 pm Carnforth–Wennington (for Leeds) in the 1958 summer timetable. The C prefix identifies it as 1958-1959 he suggested, as the former Midland lines up to the new NER boundary at Snaygill became part of the LM Central Division from 1958 — those onward to Leeds becoming part of the NER. Unfazed by the eight coaches, Peter suggested that the Carnforth and

Morecambe portions may have been running as separate trains on this occasion for relief purposes, which could often happen with multi-portion trains on busy summer days.

To help clinch the location Peter posted one of his photos taken from the bridge in the background of the challenge photo on 24th April 1976, with preserved LNWR Precedent 2-4-0 No. 790 *Hardwicke* piloting the preserved Midland Compound 4-4-0 No. 1000 on the outward leg of a York–Carnforth railtour.



The revised CRA catalogue record will read:

Neg. No.: PEK302

Date: May 1958

Description: LMS Compound 4-4-0 41119 (55A Holbeck) heads east from Keerholme Bridge, between Borwick and Arkholme, with what the chalked C414 reporting number would indicate to be the 2-43 pm Carnforth–Leeds City, running at a busy time as a separate eight-coach train rather than combining with a Morecambe portion at Wennington.

Location: Borwick

Challenge No. 218

"Those were the pre-diesel days! Location and direction of travel again please."

The loco and train formation immediately had everyone pondering possible locations on the Eden Valley and Stainmore routes, and **Ron Herbert** had been thinking Kirkby Thore, but ruled it out with one of his own photos.

It was a close call between **Ken Harper** and a Facebook friend who both identified the location as Waitby Crossing on the Eden Valley line, Ken pointing out a photo of the crossing house in Peter Walton's *The Stainmore and Eden Valley Railways* book. Ken added that this would be an Up train, probably Penrith–Kirkby Stephen East–Darlington.

David Gibson commented that he had been looking at Waitby Crossing, but hesitated because the former crossing keeper's cottage as it currently stands, captured in the photo (seen right) from the Benchmark Survey (BS-AAR330), has an additional window on the upper floor; perhaps a later addition?

David added that the rear coaches of the train are both Thompson LNER vehicles, a Lavatory Composite (CL) and a Thompson Brake Third (BT), which were typical stock for the line at the time. He hadn't identified the pre-grouping coach at the front though, which he thought looked more Hull and Barnsley than North Eastern, but he hadn't found a matching photo or drawing to check that.

Mike Norris was puzzled by this coach too, which he observed had a Queen post/bar underframe typical of LNWR/LYR/MR vehicles but a relatively late flush-panelled body with elliptical roof — almost a standard LMS Brake Third. He noted there were some Full Brakes built at Newton Heath (1924–29) that had this kind of construction, having been re-built from WW1 ambulance trains, but he couldn't find any Brake ends.

In the end, **John Pickup** proposed that it was in fact a GCR Brake Third dating from 1920. When built, this would have had typical GCR matchboard planking below the waist, but it seemed that the flush panelling Mike Norris had observed was a later modification using steel plate, as often happened with elderly wood-panelled stock.

John added that Longworth (p380) lists



a diagram 3A10 that matches the coach except for the flush panelling.

Given that no alternative identities could be suggested for the coach, the revised CRA catalogue record will read:

Neg. No.: PEJ517

Date: 20th July 1956

Description: BR Standard 3MT 2-6-2T 82027 (51H Kirkby Stephen) accelerates a three-coach Up stopping passenger over the crossing at Waitby and towards Kirkby Stephen East. The leading coach appears to be an ex-Great Central Brake Third, Diag 3A10, dating from 1920, with the original matchboard planking below the waistline replaced by steel plate.

Location: Waitby Crossing



Former crossing keeper's cottage, Waitby Crossing. CRA image BS-AAR330.

Challenge No. 219

"A latter day Pacific, heading which way, and where?"

Ron Herbert said the train being hauled by Britannia 70015 *Apollo* looked like 3L07, the 9-53 pm Willesden to Carlisle parcels. His first thought on the location was that it was Yealand, between Carnforth and Milnthorpe, but on checking other photos he found the telegraph poles didn't seem to fit.

Howard Quayle, following Ron's suggestion, wondered if the train was stationary at Yealand IBS as the loco was blowing off with no visible exhaust. Ron pointed out that Yealand IBS was about ¼ mile further north, but perhaps it had been spotted showing red after the fireman had



built up the fire for the climb to Oxenholme.

To illustrate the bridges at Yealand, Ron posted a charming photo (seen right) taken by his father of three besuited chatline members, Noel Machell, Derrick Codling and himself, caught in the act of photographing 46140 *The King's Royal Rifle* Brigade working 1S45 on 7th July 1963.

Ron Herbert expanded on his pondering of the location by sharing two photos, the first at Yealand and the second (seen below right) near Morecambe South Junction, both showing the thick multiplex cable that was slung below the existing telegraph wires to boost the number of available phone lines between Lancaster and Carlisle. Ron had been given an approximate date, by a former S&T technician friend, of 1959 for the installation of the cable, and his second photo, of 45553 *Canada* working W282/1, the first portion of the c10-50 am Manchester–Glasgow/Liverpool on 18th April 1960, supports that date. Ron commented that the presence or otherwise of the multiplex cable could be a useful clue in dating photographs.

As people struggled to reconcile telegraph poles and suchlike at Yealand with the challenge photo, **Ken Harper** drew people's attention to signs that there was a large viaduct around, which suggested this was elsewhere on the WCML.

At this point, **Tony Jenkinson** confessed to extended nocturnal sleuthing using the CRA Photo Search Tool that led him to suggest the location was perhaps Eamont Junction, with the train heading north coming off Eamont Viaduct and being checked (hence the blowing off) on the approach to Penrith.

Andrew Naylor and **Keith Fenwick** agreed, and Keith pointed out a stay wire on the far right of the photo which could be for the junction signals for the Down Loops that start there. **Nigel Wright** commented that the area by the river around Eamont Viaduct is a local beauty spot known as Pokey Dub, and that the former curve to the CK&P line started there too. He posted a picture from the *Cumberland and Westmorland Herald* of the realignment of the old A66 at Redhills showing the old formation in the background.

Conceding the location was some way from Yealand, Ron Herbert noted that 70015 went to Crewe North 5A on 4th May 1963 from Llandudno Jcn, and to Stockport 29th May 1965. Assuming the photograph was taken during her time allocated to Crewe North, 3L07, the 9-53 pm SX Parcels Willesden to Carlisle was booked to pass Penrith at 10-58 am (WTT 7th September 1964 to 13th June 1965, Reissued 4th January 1965). **Graham Worsnop** then posted the existing catalogue record giving the date as 8th May 1964, but with 70015 supposedly on an Up goods, which is now shown not to be the case.

Ken Harper posted a photo showing the junction signals for the Down Loops, and one of the LMSR IB nameplate 'EAMONT' that was positioned adjacent to the direct phone to No. 1 box and which he assured us is now in very safe keeping.

Ken worked with an old signalman who retired about 1966 and lived in the LNWR



red brick houses at Redhills, which still exist, and the nearest pub for him to have a pint was the Gate Inn at Yanwath, known as 'Yanwath Yat'. He walked along the main line cess including the Viaduct to get there and back!

The water for the huge water tank at the north end of Penrith station came from the River Eamont close to the Viaduct. This tank fed all the water cranes in the area. The water was pumped out of the river into 12 ins. (or similar) pipes and ran along the trackside. Ken wasn't sure what method was used to operate the pump, but he observed that there is still much concrete around as evidence of what used to happen. Ken rounded off the fruitful discussion noting that his father used to guard the Viaduct in WWII as a member of

the Home Guard.

The revised CRA catalogue record will read:

Neg. No.: SBW105

Date: 8th May 1964

Description: BR 7MT Britannia 4-6-2 70015 *Apollo* (5A Crewe North) blows off approaching Penrith across Eamont Viaduct with a Down parcels, quite likely 3L07, the c9-45 pm SX Willesden–Carlisle.

Location: Eamont Viaduct

Comments: In Winter 1963/4 3L07 left Willesden at 9-45 pm and was due to pass Penrith at 10-06 am, while in Winter 1964/5 it departed at 9-53 pm being due to pass Penrith at 10-58 am.



Challenge No. 220

"Another one where we don't believe the location in the catalogue, unless you do?"

The location for this photo was quickly and decisively resolved by **Tony Jenkinson** who declared it to be the north end of Carnforth MPD with Warton Crag just visible in the far left background, and this was rapidly confirmed by **Ron Herbert** and some Facebook followers. The original catalogue record had suggested this was Kingmoor MPD.

With that quickly settled, **Derrick Codling** drew attention to the Fowler 2-6-4T standing behind the 'Crab' in the photo and wondered if it might be 42317 of Oxenholme, which would often be seen at Carnforth. Tony Jenkinson pointed out that the 2-6-4T had a side window cab, making it one of the final batch 42395–42424.

A Facebook friend wondered if it was a Tebay loco, as that shed had several which were used for example on the NER–Blackpool summer Saturday expresses.

The tank's identity was soon resolved though with a blow-up from the original photo that revealed the number as 42397, which was a Barrow loco in June 1960 when the photo was taken.

The revised CRA catalogue record will read:

Neg. No.: SHR002

Date: June 1960

Description: LMS 5MT 'Crab' 2-6-0 42842 (24F Fleetwood) stands on a siding in the shed yard to the north of Carnforth MPD. Behind it is an LMS Fowler 2-6-4T with side-window cab that is probably 42397 of Barrow.

Location: Carnforth MPD



The Cumbrian Railways Association (CRA) is a registered charity founded in 1976. Our aims are to promote and improve the knowledge and understanding of the railways of Cumbria and their social and physical impact from when they started right up to the present day. The CRA maintains written and photographic archives of much of the railways of the region, along with associated historical events. We have some 500 members, UK and world wide, and are always keen to welcome more. For more information about the Association and membership, please visit our website at www.cumbrianrailways.org.uk.