

# The Mystery Photo Challenge

Challenge Images No. 18 — Numbers 221 to 230

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 221 – 230 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. 221

*"We assume the chap in the white shirt at least is not a crew member. Where are they, and who might they be?"*

This challenge photo generated the most entertaining debate, yet looked like it might leave us with no clear conclusion as to the location.

First thoughts revolved around **Howard Quayle's** comments that 76048

was allocated to Kirkby Stephen (from June 1956 to October 1958), and then to Lancaster (seemingly with a loan spell at Skipton) until May 1959. **Noel Machell** roundly dismissed the idea of Lancaster and posted a photo of 76048 on Green Ayre shed in April 1959 with a 24J shedplate but also with the later BR tender emblem as opposed to the early one in the challenge photo.

**Ron Herbert** pointed out that, before

Kirkby Stephen, 76048 was allocated to Blaydon and suggested the photo was perhaps taken in the Carlisle area, possibly in London Road yard.

There was a very plausible school of thought that the location might be east of the Pennines, maybe around West Auckland or Blaydon, but searching by **Tony Jenkinson** and others didn't yield any convincing location. However, **Eliot Andersen** seconded Ron's suggestion

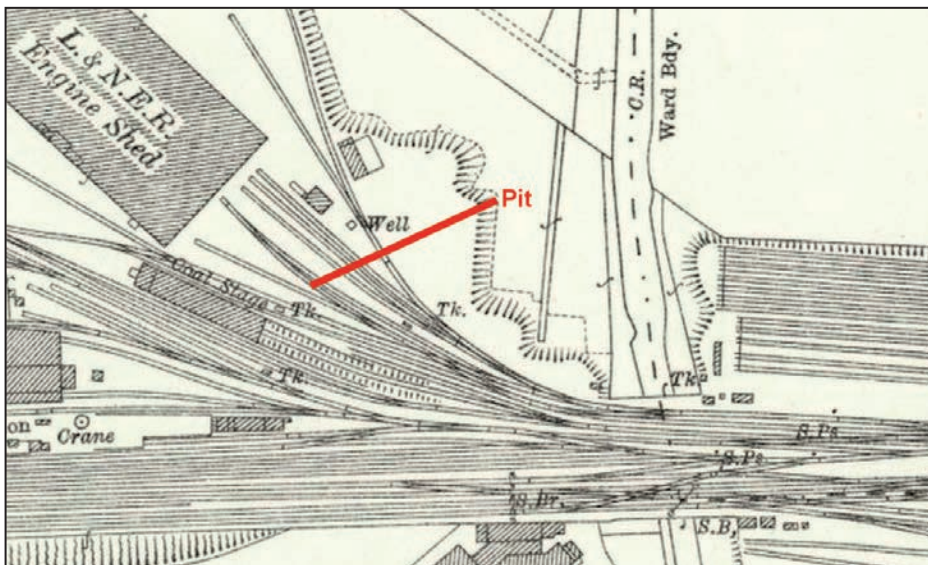
and suggested the photo was looking north-east towards Botcherby.

**David Gibson** drew attention to a photo in the Davidsons' book *Rails across Carlisle* supporting that. To the right is a Peter W. Robinson photo (PWRX266c36) which shows a similar view in 1985. The profile of the low hill with trees to the right of the floodlight tower looks strikingly similar to the low, wooded hill visible on the RHS of the challenge photo, above the two hopper wagons.

The challenge was finally resolved with the help of two photos from p73 of the Davidsons' book *Rails Across Carlisle* reproduced with their kind permission, and a 25" scale map (see right) from the National Library of Scotland site as posted by Tony.

**OS 25" map of shed yard of former London Road MPD with the pit over which the loco's tender is standing marked.**

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**London Road shed yard on 22nd August 1951 with the pit over which 76048's tender is standing arrowed.**  
From *Rails Across Carlisle* by Steven and Jeff Davidson p73 by kind permission of the authors.



**London Road shed yard on 6th July 1964 with the stone slabs visible in the foreground of the challenge photo arrowed.**  
From *Rails Across Carlisle* by Steven and Jeff Davidson p73 by kind permission of the authors.



The revised CRA catalogue record will read:

**Image:** WOR145

**Date:** 1955–June 1956?

**Date Logic:** 76048 was new to Gateshead in March '55, and moved to Blaydon in October, that depot having regular jobs to Carlisle. The loco moved to Kirkby Stephen in June '56.

**Description:** BR Standard 4MT 2-6-0 76048 stands in the yard of the former MPD at London Road. View looking north-east from the coal stage embankment towards Botcherby.

**Location:** Carlisle, London Road MPD.

Photo taken from roughly here, looking north-east: <https://maps.nls.uk/geo/explore/#zoom=17.8&lat=54.88661&lon=-2.91743&layers=168&b=1&mark>



222 (WAR096)

### Challenge No. 222

*"Mystery Challenge No. 222 brings you three images instead of just one. Pretty clearly a sequence of moves, but what's going on, in what order, when, and what might the trains be?"*

**Tony Jenkinson**, who used to live within whistling distance of Windermere station where the photos were taken, gave us pretty much a comprehensive answer straight off.

Tony explained that in the first photo EE Type 4 diesel D229 *Saxonia* is arriving with a Down express into Platform 2, which, given the short formation of just two coaches and a passenger full brake, was very probably what he always knew as the '2-19' arrival, the c.6-50 am Euston–Windermere.

Tony continued explaining that the photos show Windermere's (in)famous 'gravity shunting' procedure for re-positioning locos and stock of arriving trains, and next in the sequence was the third photo. Here, after the passengers had alighted, the empty coaches are being propelled out of the platform, up the 1 in 75 gradient past the station approach pointwork. The coaches would then be held on the bank by the handbrake in the guard's van, operated by the Windermere station shunter, while the loco detaches from the stock.

The second photo shows the loco having run back down into the station, into a centre road. After the loco was safely stabled, the coaching stock would be carefully run back into the carriage sidings (or possibly Platform 4) 'powered by gravity' and controlled by the shunter using the handbrake.

**Nick Stanbra** commented that the train in Platform 1, on the left in the first photo, was headed by a 'Black 5' and Tony said that would probably be the c.3-15 pm Windermere to Lancaster 2P83, or to Liverpool in summertime when it ran as 1F47.

Tony went on to say that the next move associated in this sequence of events would be when D229 left Windermere light



222 (WAR097)



222 (WAR098)

engine at c.3-45 pm. Around 1962 he used to run home from school to watch, hoping to see a Royal Scot on this working. From Monday to Friday the loco would only go as far as Kendal to work 1A65, the 'Kendal Parcels' for London, but on Saturday, when the parcels didn't run, he expected the loco went back light to Carnforth.

Later, the coaching stock, including the Full Brake, would return to London on the 'Mail Train', the 8-30 pm Windermere to London, worked by the loco which arrived at c.7-35 pm on the 'Club Train' from Manchester (with through coaches from Liverpool). Tony thought that there must have been some shunting of the three coaches between arrival at 2-19 and departure at 8-30, as he believed the Full Brake was usually positioned at the rear of the 'Mail Train'.

**Dick Smith** recalled the spectacular crash in August 1962 when coaches being gravity shunted went through the trainshed wall, and suggested that if the Railway Inspectorate had then banned gravity shunting it would help date the photo. **Ron Herbert** though was quick to point out that in those days the railway didn't have 'crashes', only 'mishaps', and posted a copy of the relevant report form (see right).

Tony Jenkinson, however, personally recalled riding with the Windermere shunter in the brake of coaches being gravity shunted, which would have been well after 1962, and noted that Harold Bowtell in his book *Over Shap to Carlisle* commented that in 1971 it was possible to run round up to five coaches but longer trains (which would be specials by this date) would be gravity shunted. **Richard Foster** added that just before the Euston-Windermere service finished (in 1970) he travelled on it and observed the gravity shunting in operation.

In wrapping up the most enlightening discussion, the photo team added that the date of the challenge photos must have been after 28th July 1963, as CRA has a Peter W Robinson photograph of D229 running wrong road near Low Gill on a Glasgow-Liverpool train, still with only one 25kV warning flash on the nose compared to the pair in the challenge photo. Further, the date was most likely May 1964 onwards as the Class 40 Motherlist, which **Derek Walmsley** referred to, has D229 in Crewe for repairs in November and December 1963, which is when the second flash was probably fitted. The trees in Windermere are unlikely to have been in full leaf as in the photos before May or after October

BRITISH RAILWAYS		MISHAP		BR. 30247
DATE	TELEPHONE REPORT RECEIVED			
OF	FROM			
INCIDENT	TIME RECEIVED			
Time of Incident		At		
Train	Class	Engine No.	No. of Vehicles	
From	To			
Driver	Of			
Guard	Of			
Shunter	Of			
Nature				
Cause				
Lines Affected				
Single Line Working Between				
At				
Normal Working Resumed At				
REMARKS:				

The revised CRA catalogue records will read:

**Images:** WAR096/7/8

**Date:** May 1964–Oct 1965?

**Date Logic:** D229 has two 25kV flashes on the nose, probably applied in Nov/Dec '63 and the trees are in full leaf. The 1L18 service from Euston ceased in April '66.

**Descriptions:** WAR096 — EE Type 4 (later Class 40) D229 *Saxonia* approaches Platform 2 with a short passenger train of two coaches and a BG, probably 1L18, the Windermere portion of the c.6-50 am from Euston. On the left a 'Black 5' 4-6-0 stands on coaches in Platform 1, probably to form the c.3-15 pm departure to Lancaster or Liverpool.

WAR097 — EE Type 4 (later Class 40) D229 *Saxonia* stands on the centre road between Platforms 2 and 3. This is probably after reversing (see WAR098) the stock of 1L18, the Windermere portion of the c.6-50 am from Euston (seen arriving in WAR096), up the gradient to be shunted back by gravity.

WAR098 — EE Type 4 (later Class 40) D229 *Saxonia* reverses two coaches and a BG, probably the stock of 1L18, the Windermere portion of the c.6-50 am from Euston with which the loco arrived (WAR096). On the left a 'Black 5' 4-6-0 stands on coaches in Platform 1, probably to form the c.3-15 pm departure to Lancaster or Liverpool.

**Location:** Windermere

## Challenge No. 223

*"A well-known location again, but what's the train and when might it have been seen?"*

No quick answer from anyone to this challenge but **Keith Fenwick** set the ball rolling with the observation that the last coach in the train was an ex-Great Eastern general manager's saloon, built for Henry Thornton. **Andrew Naylor** confirmed this to be GER General Manager's Saloon No. 1 built in 1920 and latterly owned by William McAlpine. Pointing out that the coach had a balcony and was running on four-wheel Gresley bogies he posted a link which gives historical details of the coach and a picture.

**Jay Hartley**, meanwhile, was focused on the loco, which he thought looked very much like 40150. He had discovered that the Class 40 Motherlist website records 40150 on 19th July 1984 working 1Z36, a McAlpine private charter from Glasgow to Manchester Victoria formed of vintage stock. The photo fitted that event very well.

Andrew Naylor then posted an identification of the leading coach as LMS Special (later Royal) Saloon No. 45005, built 1942, another McAlpine owned vehicle, and again provided a link to historical details of the coach and a picture <http://www.cs.rhrp.org.uk/se/CarriageInfo.asp?Ref=800>

There was some debate among our Facebook friends that the loco might be 40145 rather than 40150, but **Peter Smith** scotched that idea definitively by



providing a photo of the very same train taken at Bolton, later in its journey to Manchester <http://www.flickr.com/photos/ingythewingy/4448012080/>

Peter further confirmed the comment posted on Facebook that 40150 did carry the unofficial name *Crewe* but only for a week or two on its 'A' side. It had certainly gone by the time our challenge picture was taken in July. It had a more pronounced name on the 'B' side, which was carried for longer, and it can be seen in this picture taken at Morecambe Promenade on 3/6/84 <http://www.flickr.com/photos/markjobling/14748762763/>. He added that the loco worked to Barrow on some passenger turns a week later. <http://www.flickr.com/photos/127526726@N06/49743675046>

**Rory Wilson** added the information from the Six Bells Junction website that 40150 took over the train at Carlisle from Class 27 27014 that had hauled it on the first leg of the journey,

**Eliot Andersen** ventured the suggestion

that the remaining coach in the middle of the formation might be one of Carnforth's Queen of Scots support coaches. Peter Smith refined Eliot's suggestion, confirming the middle coach to be 4472's support coach, which from 1974 to 1987 was numbered MCA99056 (ex E34612) and painted chocolate and cream. It only had BR1 bogies so was retired and sold on to the WSR according to <http://www.cs.rhph.org.uk/se/CarriageInfo.asp?Ref=1836>.

So a superb effort on this challenge, identifying not just the loco and date, but all three coaches too! **Ken Harper** rounded things off with a personal reminiscence, recalling the rear GER coach as the one on which he was entertained to dinner by Sir William McAlpine back in the 1980s. Sir William was presumably on a tour of the north, and the coach was stabled overnight on the short engineers' siding behind Penrith station wall. A pleasant evening was spent, with not too far to walk home!

The revised CRA catalogue record will read:

**Image:** JWA133

**Date:** 19th July 1984

**Description:** BR Class 40 diesel 40150 approaches Ais Gill summit with 1Z36, a McAlpine private charter from Glasgow to Manchester Victoria. The leading coach was originally LMS special Saloon 45005 built 1942, rebuilt to a Royal Saloon in 1948. The second vehicle is a support coach for 4472 *Flying Scotsman*, originally Mk1 BSK E34612 and numbered MCA99056 in McAlpine ownership, painted chocolate and cream. The final coach, again owned by Bill McAlpine, is former GER General Manager's Saloon No. 1 with balcony, built 1920.

**Location:** Ais Gill

Photo taken from roughly here: <https://maps.nls.uk/geo/explore/#zoom=16.4&lat=54.36769&lon=-2.34895&layers=168&b=1&marker=54.366490,-2.347596>

## Challenge No. 224

*"This location is a puzzle, at least to us, and so is the likely date?"*

**Les Gilpin** launched this one with the thought that the location looked to be somewhere on the North Western Railway, or possibly the Midland, given a footbridge like the one at Clapham. With LMS on the side tanks the number on the Stanier 2-6-2T's bunker looks like 105, though a branch partially obscures the middle digit. **Keith Fenwick** agreed that this looked like a Midland station and reported that in 1948 No. 105 was allocated to Bournville.

Les by now had been checking 25" OS maps and announced that this was indeed Clapham station, with the photographer standing in front of the Flying Horse Shoe hotel. In that case this looked like the Ingleton branch train (which ceased in 1954) and, being a Pearsall photo, the date was unlikely to be much before 1950.

**Noel Machell** agreed this was Clapham, but was unsure about whether the number was 105, which being a Bournville loco would be an odd sight at Clapham. Facebook friends added that after Bournville No. 105 was at Abergavenny and then Swansea from Dec '51 to January '54. Then 105 moved to the north-west, first at Trafford Park and then Heaton Mersey until withdrawal.

The location now being identified as Clapham, serendipity then took over! The photo team had come across another catalogue record for a missing image at Clapham with a very similar number (PEAB004), possibly being a print of the Mystery image. This gives a date of 13th April 1945 (albeit the loco was described as a 2-6-4T). There was another pair of records (PEBB06 and PEAB006) which similarly both relate to the same photo of 2P No. 677 at Hellifield the same day. So that suggested a very likely date for the photo.

Lady Luck then lent a hand again, as we stumbled across a list of allocations of all the LMS 2-6-2Ts in 1944, among other dates. This showed 155 allocated to



Hellifield, and there are published photos of Hellifield 2-6-2Ts working Ingleton line trains. So Noel's misgivings about the number look to be right.

With that information now to hand, the revised CRA catalogue record will read:

**Image:** PEBB04

**Date:** 13th April 1945?

**Date Logic:** Date from parallel catalogue record possibly for print of same image, which fits with neighbouring images taken on the same day.

**Description:** An LMS Stanier 3MT 2-6-2T, probably No. 155, which was a Hellifield loco around the time of the photo, stands bunker-first on coaches in the Down platform of Clapham station, with what is most likely an Ingleton or Low Gill train. Viewed side-on across the road and the station yard from the forecourt of the former Flying Horse Shoe hotel.

**Location:** Clapham

The photographer was standing approximately here, looking south-west:

<https://maps.nls.uk/geo/explore/#zoom=18.6&lat=54.10564&lon=-2.40965&layers=168&b=1&marker=54.105729,-2.409613>

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## Challenge No. 225

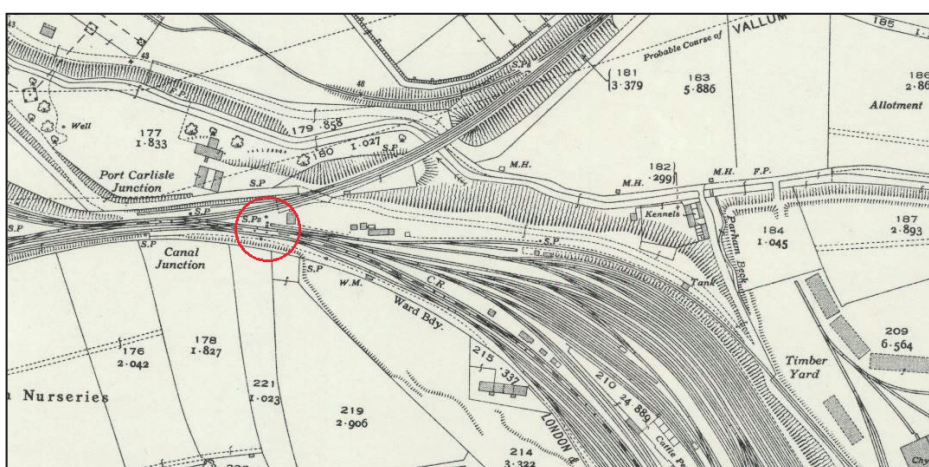
*"Lots of characteristic features, but where is it?"*

**Neil Smith** and **Eliot Andersen** both recognised features on the distant skyline suggesting this was Carlisle, and that the photo was taken from the throat of Canal Goods. A Facebook contributor agreed and posted this map (below right) with the photo location circled. The camera would be pointing east.

**Andrew Naylor** commented that this was the only detailed view of this location he had ever seen, and he and **Mike Norris** then added some details about the signals. Andrew noted that the remaining arm on the bracket signal at centre corresponds with signal 79 on the John Swift diagram (p 63), while Mike pointed out that the trap points at the foot of signal 79 would be 78, with the three ground signals in row across.

Attention then turned to the tall railway building in the middle distance which initially looked like a signal box, and that didn't fit with Canal Yard. **Richard Foster** wasn't puzzled though, as he had come across several yards which appear to have similar 'signal box like' structures in them, but when one gets close they are usually all brick. He suggested the building behind the signal in the centre distance will have been some sort of accommodation for the yard staff/yard office.

After the photo team had posted a zoomed-in image focusing on the mystery structure (see below) **Philip Tuer** was able to feed in a comment from Jeff Davidson (co-author *Rails across Carlisle*) that the mystery building was the Carlisle Canal Control Office.



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Meanwhile, a fascinating if entirely tangential discussion had developed after **Ken Harper** mentioned Willowholme Junction (Carlisle No. 1) signal box and that he'd never seen a photo.

The photo team seemed to produce one (see right) with the box in the distance, which Andrew Naylor commented seemed to be an LNWR type, and he gave the following background to that as he understood it. While the Caledonian built the line from Port Carlisle Branch Junction to Canal Junction in 1860, Willowholme Junction did not come into existence — and No. 1 box was not built — until 1877 when it became the northern end of the LNWR/Goods Traffic Committee (GTC) goods line from Upperby Junction. The LNWR were responsible for all the signalling on the goods line including the GTC section, so No. 1 box was their responsibility.

The search for images of Carlisle No. 1 also turned up a dramatic image (see over page) of a derailment which left a D49 in deep trouble in 1931 on the curve from that



box round to Port Carlisle Branch Junction. The eastern end of No. 1 box is visible in the top left-hand corner. Andrew Naylor posted a link to the Accident Report <https://www.railwaysarchive.co.uk/docsummary.php?docID=2015> and found within it a map which described the mystery structure in Canal Yard as the Yardmaster's Office,

LNER class V2 2-6-0 No. 60965 (64A St Margarets) heads a Down express passenger train for the Waverley route between Willowholme Junction and Canal Junction, between 1960 and 1962. CRA Stephen Crook Collection SCC345.

which at the time had a responsibility to report the passing of the train that crashed to Edinburgh Control. Andrew suggested the Office would also report such movements to Carlisle Control on Citadel station, which started yet another tangential discussion about where exactly that was located!

**David Gibson** posted that it was in what is now the large upstairs Conference Room which overlooks Court Square, and it may also have occupied further space along that corridor. Ken Harper added that, after the Control closed, the room became the Area Manager's office for a few years and he believed it was now the Network Rail staff briefing room. Andrew noted that Peter W. Robinson's *Rail Centres Carlisle* book says this was at one time the boardroom of the Citadel Station Joint Committee (LNWR/CR).

Andrew rounded things off with a comment that the date of the challenge photo would actually be 4th May 1969, rather than the 5th as per the catalogue, as Alan Pearsall took other photos in Carlisle on 4th while on the 5th his photography was around Workington.

The revised CRA catalogue record will read:

**Image:** A6910-5

**Date:** 4th May 1969

**Date Logic:** Date revised from 5th May based on photo A6905-2 taken at the same location.

**Description:** A general view from the throat of Canal Goods Yard looking into the sidings. The tall building in the middle distance is the former Carlisle Canal Control Office.

**Location:** Carlisle Canal Goods

Photo taken from roughly here, looking east:

<https://maps.nls.uk/geo/explore/#zoom=18.2&lat=54.89795&lon=-2.95722&layers=168&b=1&marker=54.897985,-2.957413>

## Challenge No. 226

*"Another unknown location, with precious few clues, and only a decade for a date."*

Ron Herbert thought it would prove a testing challenge though he astutely observed that the main line points visible were power operated, which would eliminate most signalboxes in our area of interest.

Then up steps Derrick Codling, noting a hand point lever in the foreground which would indicate sidings alongside the main line, with the even shrewder observation that the location looked to him like Crewe at the north end with the train on the Chester line. The high wooden fence behind the train bordered where the old works used to be and what is now the Heritage site.

Noel Machell suggested the photo dated from the early to mid-1950s when 46164 was an Edge Hill loco. He observed that Edge Hill Scots weren't often seen on the WCML north of Weaver Junction and agreed that this looked like a place well south of Cumbria. Andrew Naylor narrowed the dates down to sometime after June 1951, when 46164 was rebuilt, and when the later tender emblem was applied.

Ron confirmed Derrick's view this was Crewe having turned up two photos of Crewe in books by Mike Higson, another railwayman who attended Lancaster Royal Grammar School, showing the self-same fence.

Then looking around for other photos of 46164 which might help wrap up the discussion, the photo team came across a photo of the loco on the Rail Online site which not only confirms everything said, but looks to have been taken in the same place just a little earlier the same day



LNER D49 4-4-0 No. 2758 *Northumberland* lies on one side deeply embedded after a high speed derailment on the curve between Willowholme Junction and Port Carlisle Branch Junction. 3rd January 1931. CRA Peter W. Robinson Collection PWR-V0028.



<https://www.rail-online.co.uk/p106104590/h1949aaf1#h1949aaf1>

Close inspection of the two photos shows coal heaped identically in the tender and so we believe the photos were taken on the same occasion, 30th June 1951. As Andrew surmised, this was just a week after 46164 was released to traffic following rebuilding. We suspect the Rail-Online photo shows 46164 having left North shed backing down to the station, and the challenge photo shows her sometime later departing with an express passenger (Class A lamps) towards Chester.

Photo taken from roughly here, looking east:  
<https://maps.nls.uk/geo/explore/#zoom=17.8&lat=53.09375&lon=-2.43819&layers=168&b=1&marker=53.093745,-2.438438>

The revised CRA catalogue record will read:

**Image:** M00508

**Date:** 30th June 1951?

**Date Logic:** Date from similar Rail-Online photo <https://www.rail-online.co.uk/p106104590/h1949aaf1#h1949aaf1> in which coal appears to be heaped identically in the tender.

**Description:** LMS Rebuilt Scot 7P 4-6-0 46164 *The Artists' Rifleman* (8A Edge Hill) in ex-works condition heads out of Crewe on the Chester line with a Down express passenger. The loco was released to traffic after rebuilding on 23/6/51.

**Location:** Crewe North

## Challenge No. 227

*"An interesting couple of coaches, but what are they?"*

Though **Ron Herbert** wondered if the coaches were perhaps part of a workers' set in West Cumbria, around Moor Row for example, the location proved wholly elusive, but is probably much further south.

**Keith Fenwick** had been wondering if the coaches were perhaps North British, but the panelling didn't fit. The search for similar panelling led him to London, Tilbury and Southend Railway stock as a possibility.

The existing catalogue record, from the Pearsall Collection, offered little assistance — only 'LMS pre-group' with 1951 as the date.

Ultimately, working on Keith's crucial pointer towards the LT&S, where the Pearsalls did occasionally take photographs, Longworth's *British Railways Pre-Nationalisation Coaching Stock* books came to the rescue and the Photo Team was able to propose that the nearest coach was a Diagram 26 Non-corridor Brake Third, and the next was seemingly the one and only remaining Diagram 10 Non-corridor Composite.

The revised CRA catalogue record will read:

**Image:** PEC145

**Date:** 1951

**Description:** Two LMS pre-group, non-corridor coaches in a rake with other stock. These are probably LT&SR vehicles, the nearest being a Diagram 26 Non-corridor Brake Third and the next most likely a Diagram 10 Non-corridor Composite, which would make it E17300M, the only such vehicle to survive into BR stock, and withdrawn in Nov 1954.

**Location:** Unknown, but probably on the LT&S section.



Bradford/Hellifield–Carlisle local. Though there's no sun to indicate the time of day, the original image has something of the air of twilight, and the formation, with what appears to be fitted vans fore and aft, suggests that this is the afternoon Bradford–Carlisle that left Lazonby just after 7 pm.

Just to wrap things up, Keith posted the photo below taken in July 1967 from the field to the west of the line by the bridge.

Image A6330-6 was taken from about here, looking south: <https://maps.nls.uk/geo/explore/#zoom=16.7&lat=54.75787&lon=-2.70994&layers=168&b=4&marker=54.757557,-2.708957>

The revised CRA catalogue record will read:

**Image:** A6330-6

**Date:** September 1963

**Description:** LMS 5MT 4-6-0 45148 (12A Kingmoor) approaches the Fiddler's Lane overbridge north of Lazonby with a Down stopping passenger, most likely the c.3-40 pm Bradford–Carlisle.

**Location:** Lazonby



## Challenge No. 228

*"A familiar loco, but where is she and where might she be going?"*

The loco was easily seen to be 45148, and **Keith Fenwick** immediately recognised the location. But rather than give the game away he simply proved the point by posting a very similar image of his own which he said was taken from the same bridge.

Others' thoughts first went to the North Western line wondering if this might be a Leeds–Morecambe train with fish vans at the front. Keith said not, and dropped the hint that the vehicles on the rear might be milk tankers.

Whether **Peter Smith** needed that hint or not, he was quickly on the right track suggesting the location was just north of Lazonby on the S&C, and Keith confirmed that was correct, the photo being taken from the Lazonby–Armathwaite road. A Facebook contributor named that as Fiddler's Lane. The existing catalogue record dated the photo to September 1963.

Peter suggested the train looked like a

## Challenge No. 229

*"A pre-nationalisation picture this time, and the loco must be a clue. What's the location?"*

This proved to be another picture which someone familiar with the location — in this case **Ron Herbert** — instantly recognised. **Derrick Codling** did too, dropping the hint that at least one could still see steam locos hereabouts today. He wondered how much it had cost to rebuild the shed 'to accommodate all the locos in one place'. **Howard Quayle** commented that the five locos like No. 11104 in the challenge photo had an African nickname, these FR 4-6-4 tanks being known as 'Jumbos'.

It was a Facebook friend who first mentioned this was in fact Carnforth, and commented that the Italian POWs interned at Whasset camp near Milnthorpe built the coaling and ash plants.

Ron Herbert then posted the delightful photo, below right, taken just a little further north by his father's friend Edwin Ashworth, and noted that the locoshed seen in the challenge photo was the original Furness Railway shed before rebuilding.

The existing catalogue record for the Challenge Photo gives the date as c.1925, so the revised CRA catalogue record will read:

**Image:** KER167

**Date:** c.1925

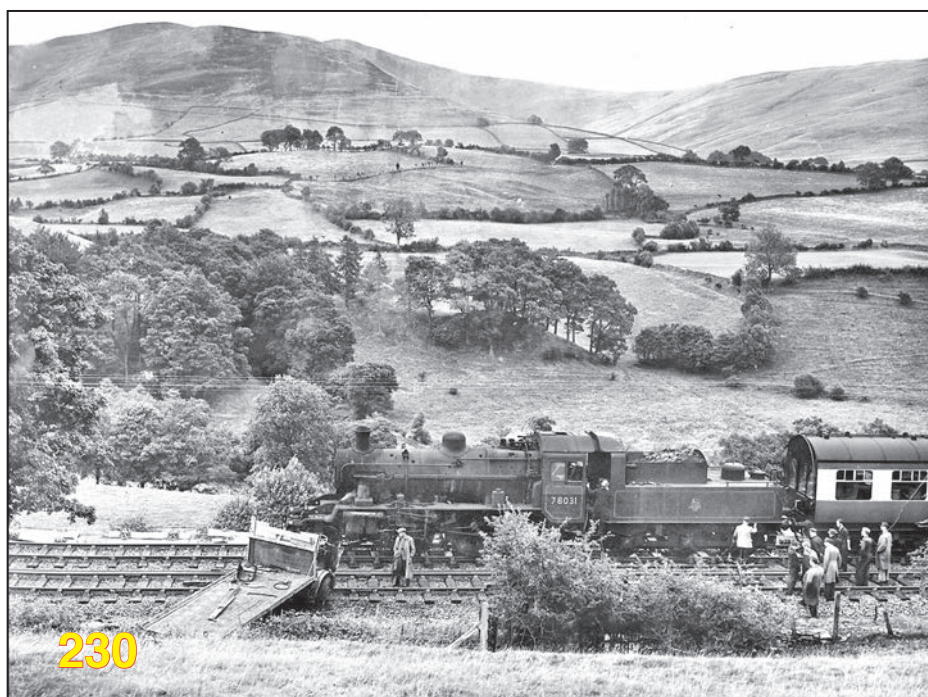
**Description:** Furness Railway 'Jumbo' 4-6-4T LMS No. 11104 on the goods loops to the west of Carnforth station with the old FR locoshed building in the background.

**Location:** Carnforth

Challenge photo taken from about here, looking west: <https://maps.nls.uk/geo/explore/#zoom=18.5&lat=54.13124&lon=-2.77164&layers=168&b=4&marker=54.130925,-2.771429>



A former Furness Railway 0-6-0 approaches the exchange sidings to the west of Carnforth Station Junction around 1928 with an Up freight off the Furness line.



## Challenge No. 230

*"What's the story behind this untoward event, and do you know when it happened?"*

If the location of the previous two challenge photos was quickly identified by those familiar with them, the debate about the actual location of this incident raged rather longer!

**Tony Jenkinson** started with thoughts about the likely date, commenting that 78031, seen here working an engineers' inspection saloon, was a Lancaster engine for two years from being new in September 1954.

**Ron Herbert** knew which line it was on, commenting that the photo had been discussed by CRA members before, and hinted "what a great asset to operators this line was sixty years ago almost to the day". One Facebook contributor was more specific, saying he thought this incident was at Firbank, north of Sedbergh on the LNW section of the Clapham Low Gill Junction line, taken from what is now the B6257. He wondered if this was perhaps an exercise.

Another Facebook friend similarly thought this looked staged, and the loco and saloon were working wrong line.

**Derrick Codling** agreed this was Firbank, possibly near St John the Evangelist's Church, with the River Lune in the dip beyond the sleepers at the lineside.

**Les Gilpin**, however, had a print of this photograph which came from the *Westmorland Gazette*, and on the back the location was quite clearly given as Gaisgill, which is on the Tebay to Kirkby Stephen line. Confusion reigned!

Ron Herbert remained convinced from previous discussion that this was a lorry that came off the B6257, and advised that 78031 was transferred from Lancaster to Chester Northgate on October 1956, which narrows down the date. Ron posted a photo he had taken at Gaisgill, showing the surrounding land was quite flat, unlike in the challenge photo, and further commented that a Lancaster loco would not be likely to be turned out on a NE region branch.

**Peter Bacon** endorsed the view that this was Firbank from the shape of the fells in the background, and Les began to agree the location written on his print looked in fact to be wrong.

Ron posted a lovely colour photo of Low Gill Viaduct (above right) showing the Howgill fells in the distance, which have a distinct resemblance to the fells behind 78031.

It looked like the *Westmorland Gazette* had got things wrong, but Les commented that it may well have been a note made by the previous owner of the print!

**Graham Worsnop** posted the existing catalogue details, the photo being from CRA's Miscellaneous collection, which stated that the train had been in collision with a lorry, although it was described as a passenger train and said again to be near Ravenstonedale. He asked for a blow-up of the image.

When that was posted (above right) Ron Herbert observed that 78031 was carrying a tail lamp on the bottom centre lamp bracket, so it was travelling over the up line in the correct direction of travel and propelling the officers' saloon.

Debate continued about whether the



loco had been hit by the lorry, or was simply bringing the inspectors, but then **Mike Peascod** stepped in to resolve it all having found the previous discussion of the photo in *Cumbrian Railways*, Volume 9 Nos. 3, 4 & 5, and the cutting from the *Westmorland Gazette* of the day below.

Even without any direct evidence, and despite red herrings in the shape of erroneous inscriptions on a print of the same photo, the contributors had come remarkably close to defining the location,

the approximate date and most of the circumstances, though no-one suggested the lorry had gone through the hedge twice! The photo team have since reviewed all the 'Puzzle Pictures', predecessors of the Mystery Challenges, back to Issue 1 of the Journal to capture all the relevant details for the photo catalogue.

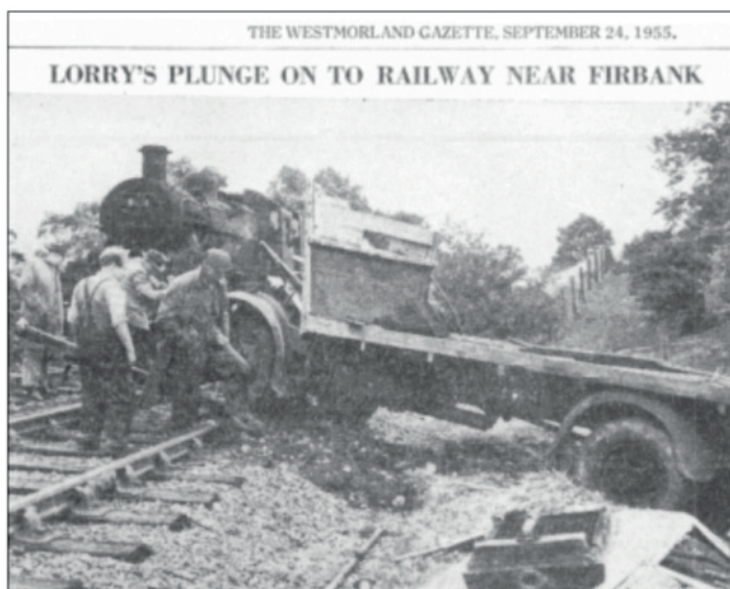
The revised CRA catalogue record will read:

**Image:** M00951

**Date:** September 1955 (22nd–24th)

**Description:** BR Standard 2MT 2-6-0 78031 (11E Lancaster) stands at the site of an accident, having propelled an Inspection Saloon south to the scene. A lorry had run off the road through a hedge on 22nd Sep 1955 and in an attempt to tow the vehicle out of the hedge and back onto the road, the cable broke and the lorry plunged onto the railway track. Photo courtesy *Westmorland Gazette*. Presented as Puzzle Picture No.42 in *Cumbrian Railways* Vol.9 No.3 p58 with answers and another photo in Vol.9 Nos.4&5 pp86 and 118.

**Location:** Firbank, north of Sedbergh



The photo seems to have been taken from roughly here, looking east: <https://maps.nls.uk/geo/explore/#zoom=17.1&lat=54.33622&lon=-2.57238&layers=168&b=4&marker=54.335787,-2.572889>