

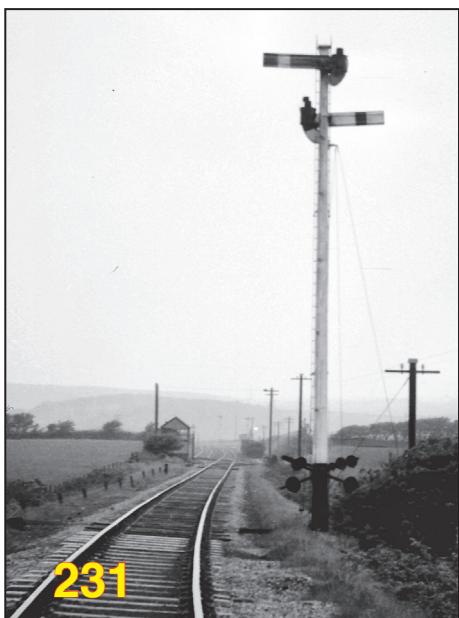
The Mystery Photo Challenge

Challenge Images No. 19 — Numbers 231 to 240

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 231 – 240 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. 231

"Here's another two-faced signal. Just where is it?"

Derrick Codling, clear this was somewhere "in the north", started from first principles pondering the disposition of points and signals and wondering whether the poles on the right suggested there was an electricity supply to the box. **Howard Quayle** was convinced this was somewhere on the Joint Lines in West Cumbria while **Keith Fenwick** shrewdly observed that, as there is no facing point lock visible on the nearest points, and no protecting signal for those points for a train coming towards the camera, it ought to be a goods line.

John Dickie was first to float the suggestion that this might be somewhere south of Egremont, perhaps around Beckermet Mines Junction. After some consideration, Florence Pit Sidings, a little north of there, was rejected.

Peter Holmes then pinpointed where the photographer was standing as the south-eastern end of the junction sidings on the Beckermet Mines branch looking north-west, with the small box little more than a covered ground frame on the left. Peter explained his thinking thus, *My line of reasoning for suggesting Beckermet began with the LNWR-style signal arm and the single track. LNWR suggested the Joint Line and the single track, splitting into three, suggested mineral operation. By courtesy of the National Library of Scotland I explored the Joint Line on maps all the way from Marron Junction to Sellafield. Typically, the Beckermet Mines branch was the last bit I looked at, but there it was, a layout that fitted the photo.*

Ken Harper then neatly wrapped things up by posting the Pattinson image below left (PA0687). This shows the sidings looking south-east from the junction end, with the small signal box in the distance.

Mike Peascod pointed out that the line from Egremont to Sellafield is just crying out for coverage in a publication. Might it be produced through a collaboration of members, as was Bigrigg?

Peter Holmes listed the branches and sidings that might be included in such a work as follows, from north to south:

- Gillfoot and Falcon Mines, north of Egremont
- Egremont creamery, a short way north of the station
- The oddly circuitous 'Donkey Line' serving the Wyndham Mines in Egremont, making an end-on junction with the Wyndham Sidings opposite the station, and passing under the main line at one point via a reversal
- The Ullcoats Branch, serving the Ullcoats and Florence No.2 Mines
- The Florence No.1 Pit Branch
- The Beckermet Mines Branch



Graham Worsnop suggested adding the Longlands Mines, and Peter added the 'Ehen Valley', as that wasn't included in the Bigrigg book. **Mike Norris** offered to contribute something on the signalling.

If any member feels they might contribute to or lead such a project, please contact Mike Peascod in the first instance.

The revised CRA catalogue record will read:

Image: SH1023

Date: c.1950

Description: General view of the sidings looking from the south-east towards the junction with a double-armed lower quadrant LNWR-type signal in the foreground and the covered ground frame on the left.

Location: Beckermet Mines Sidings



The photo seems to have been taken from roughly here, looking north-west.

<https://maps.nls.uk/geo/explore/#zoom=16.7&lat=54.45890&lon=-3.52319&layers=193&b=4&marker=54.458585,-3.521797>

Challenge No. 232

"A familiar loco again, but where, and where headed?"

Tony Jenkinson identified the location of this photo before anyone else was even out of bed! Although he was not quite sure about some of the buildings in the background, he spotted that the location was on the Midland line out of Lancaster, No. 5092 being a Holbeck engine at the time and heading back to Yorkshire.

The photo is taken under the footbridge at the outlet for Ladies Walk sidings looking toward Green Ayre and the city with the ends of New Zealand sidings on the left side of the picture and Caton Road beyond them.

Derrick Codling agreed, noting that the long low building visible over the carriages was the City bus garage and that the spire of St Peter's Cathedral could be seen over the loco's dome.

Ron Herbert then posted the photo above right looking the same way from the same location, but taken from on top of the footbridge. This shows Stanier Jubilee 4-6-0 45564 *New South Wales*, also of Holbeck, passing on 2N71, the 7.17 pm Morecambe Promenade to Leeds City on 30th July 1963.

John Pickup commented that several of the wooden-bodied mineral wagons in the siding across the main line have a large 'S' painted on them (see zoom of Ron's photo alongside), a branding discussed previously on the Chatline. At the time it was suggested the 'S' might be for Spoil, and the wagons used for conveying spent ballast to a tip, but that remains conjecture unless anyone has knowledge to confirm or refute that?

Tony Jenkinson added an aerial photo from the web (see next page) which nicely shows the route eastward to Wennington with Ladies Walk sidings to the left and New Zealand sidings to the right. Green Ayre station is at the bottom of the picture, showing the station forecourt and coal



wagons in the yard to the right. The picture is said to date from c.1961, based on the drainage work excavations going on under Skerton Bridge.

The revised CRA catalogue record will read:

Image: PEA053

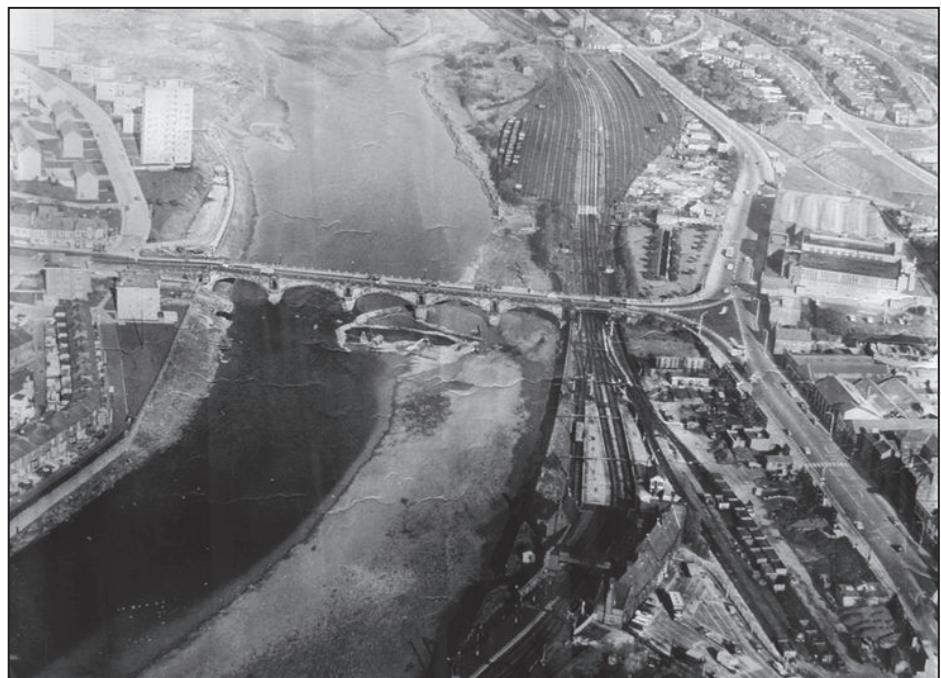
Date: 1947

Description: LMS 5MT 4-6-0 5092 (20A Holbeck) heads a stopping passenger east from Lancaster under the footbridge at the outlet for Ladies Walk sidings in which an LMS 3F 0-6-0T is shunting bunker-first.

Location: Lancaster, Ladies Walk

The photo seems to have been taken from about here, looking south-south-west.

<https://maps.nls.uk/geo/explore/#zoom=18.0&lat=54.05816&lon=-2.79106&layers=16&b=1&marker=54.057758,-2.791721>



Challenge No. 233

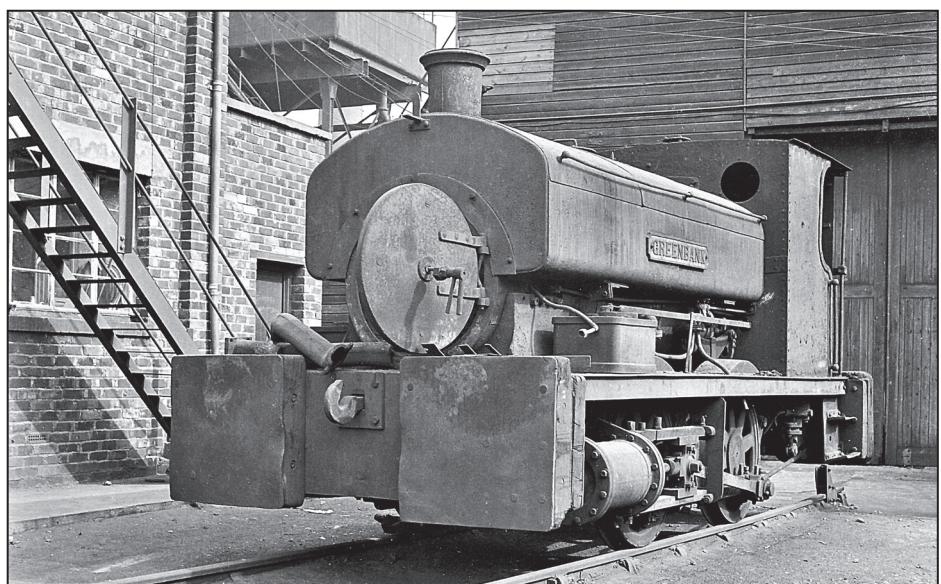
"No doubt what route this is on, but where exactly?"

Peter Holmes said that the houses alongside what is clearly the WCML suggested Lancaster or Preston. **Derrick Codling** identified the location more specifically as in the north of Preston, with the Blackpool Road bridge in the background, and **Ron Herbert** added the railway location as Oxheys. **Trevor Wilson** spotted the end of a smoke trough at the very top of the photo betraying that the photo was taken from the northbound train as it passed under Eldon St bridge.

When Derrick mused how long it might have taken *Lancaster* to come from Lancaster Ron answered using the Winter WTT for 1955/6. 46243 *City of Lancaster*, seen here still with a semi-streamlined smokebox, which she lost in December 1958, is working W126 the Up Midday Scot, 1-30 pm Glasgow Central to Euston, Oxheys pass 5-09 pm and Preston pass 5-12 pm. W126 was booked to pass Lancaster Castle at 4-50 pm so 19 minutes to here and 22 minutes non-stop Lancaster to Preston.

Tony Jenkinson was puzzled looking at detailed maps as they showed two tracks not one to the right (east) of the Up Main on which 46243 is travelling. **Mike Norris** was puzzled too, though he clearly identified the 'banner repeater' signal between the Up and Down Main as being for Greenbank Sidings Up Fast Home signal, being 252 Yards in the rear. Mike eventually managed to resolve the puzzle in that the fifth track was actually running behind the fence in the challenge photo!

Meanwhile, a discussion developed around the small-wheelbase locomotives used over the years to shunt Greenbank Sidings, just south of the photo location. **Russell Wear** provided a short article by Harold Bowtell (accessible for chatline members here: <https://groups.io/g/crchat/message/16485>) which explained that the sidings were originally run from 1884 as the private Greenbank Railway. Russell, and **Noel Machell** (see right), posted photos of a Barclay 0-4-0 saddle tank named *Greenbank* that was used on the railway until shunting



was taken over by the LNWR in 1906. It later went to Skinningrove Iron Works.

Noel commented that in LMS days an L&Y 'Pug' No. 11218 (now preserved) was used. Ron Herbert drew attention to a photo in Gordon Biddle's book *The Railways around Preston* showing an LNWR 0-4-2ST, 47862 shunting the sidings. Tony Jenkinson added that from 1950-1957, according to BR Database, Preston shed had Caledonian Railway 'Pug' 56027 allocated and Ron recalled seeing this loco shunting Greenbank around 1953/4. Eventually the duty was taken over by one of the 4700x-series of Kitson 0-4-0STs built in 1932.

Mike Norris rounded off the story with an explanation for the need in later days for the small Greenbank Sidings shunter to be chaperoned to and from Preston shed, and later Lostock Hall shed, by a larger locomotive. It seems this became necessary after Preston No. 5's Up Main Home signal was moved 10 yards nearer to the box, leaving a 'hole' in the track circuit into which the engine could disappear! The photo seems to have been taken from about here, looking north.

<https://maps.nls.uk/geo/explore/#zoom=18.5&lat=53.77041&lon=-2.71787&layers=168&b=1&marker=53.770390,-2.717359>

The revised CRA catalogue record will read:

Image: WOR010

Date: 1957

Description: LMS 8P Coronation 4-6-2 46243 *City of Lancaster* (5A Crewe North), with semi-streamlined smokebox, approaches Oxheys with the Up Mid-day Scot, passing the 'banner repeater' for Greenbank Sidings Up Fast Home. View north from a Down train.

Location: Preston, Oxheys

Challenge No. 234

"What's going on with the DMU cars?"

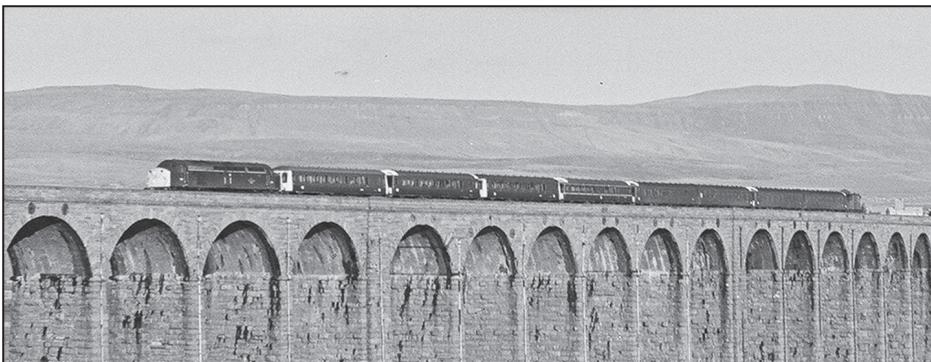
The location of this Challenge photo, Ribblehead Viaduct, was clear to everyone, but establishing details of the working and the vehicles involved seemed a daunting task. Nevertheless, we have ended up with probable identifications for all the DMU cars and their origins and destinations too. Having consulted the photo catalogue for the date of the photo, 18th May 1968, **Tony Jenkinson** provided the crucial lead with information from the railcar.co.uk site that in that summer some single unit Class 122 vehicles were moved from the Western Region to Leith and Hamilton in the Scottish Region. Maybe that's what was going on here?

Rory Wilson added the specific information from *The Allocation History of BR Diesel Multiple Units* by Roger Harris that four Gloucester RC&W (later Class 119) units W51053, 51061, 51081 and 51089 were transferred to Scotland in May 1968. Gloucester RC&W single-car units (later BR Class 122) W55002, 55005 and 55007 were transferred with a date of 21 June 1968 while W55011 was transferred with a date of 4 May 1968.

Some trailer cars were reported transferred with the single units, but **Trevor Wilson** pointed out that the four cars at the rear were clearly two 2-car units, as the leading vehicle in each appears to have a guards/luggage section, which would make them power cars not trailer cars.

Peter Smith agreed and added that the four Gloucester units mentioned by Rory were formerly Reading sets 500 and 501 being transferred to Inverness. Peter quoted the following from railcar.co.uk about these transfers: *The two GRC&W sets were transferred to Inverness depot in late April 1968 to assist in a shortage of Class 120 power cars. They were found to be unsuitable and never noted in traffic there. They sat outside the depot out of use and were withdrawn in December that year. Afterwards, they remained for some time in the carriage sidings where they were used for spare parts for the depot's Class 120s.*

Peter then turned to the single-car units at the head of the train. He reported that the two-car units and W55011 were transferred at the same time with a date of 11th May 1968, and suggested it was that transfer captured in the photo. He noted



that 55002/5/7 together with their attendant driving trailers were transferred well over a month later, as Rory had said, but he'd discovered that single cars W55011/13/14 and 15 were all transferred together from Laira in 'late April/early May', (the first pair to Ayr and the second pair to Leith Central). This explained the absence of the trailer vehicles that accompanied 55002/5/7, and as a final thought he added that W55013 was known to be in green livery, as is the fourth single unit car in the train.

Phil Drake offered the concluding thought that it was odd that the 2-car units were 'considered unsuitable' as they were mechanically identical to the 120s, and the rest of the class indeed made it into the late 1980s, with the very last ones only going in 1993. He regarded them as very pleasant units to travel in and thought it strange that the WR didn't ask for them back. "Perhaps they were cannibalised for spares a bit too quickly", he suggested?

The revised CRA catalogue record will read:

Image: PEI608

Date: 18th May 1968

Description: An unidentified EE Type 4 (later BR Class 40) diesel hauls a rake of eight DMUs plus a brake van north across the viaduct. The train of former WR DMUs, intended for future service in Scotland, comprises four Gloucester RC&W single-car units (later BR Class 122) at the front. These are most likely (in no order) Nos. 55011/13/14/15 re-allocated from Laira, Plymouth, the first two to Ayr and the latter two to Leith Central. At the rear are two 2-car Gloucester RC&W (later Class 119) sets, thought to be Nos 51053/61/81/9, latterly Reading sets 500/1, re-allocated to Inverness but reportedly never used in traffic.

Location: Ribblehead Viaduct

Challenge No. 235

"Familiar loco, and familiar looking line but where and where headed?"

Tony Jenkinson immediately suggested that the train seen here was the 'Residential', with its two portions serving Bradford and Leeds. But as regards location he was initially on the wrong track! **Howard Quayle** pointed out the yellow cab stripe on the loco, which would have been applied around August 1964 — this fitted in with Tony's statement that 45593 was a Holbeck loco from March 1965.

There was some debate about whether the 'Residential' workings between Morecambe and the West Riding would have been dieselised by 1965, but **Ron Herbert**, referring to the WTT 14 June 1965 to 17 April 1966 said the 'Resi', 1N52 7-37 am daily Morecambe Promenade to Bradford Forster Square, with a portion for Leeds City detached at Skipton, was not shown to be diesel hauled. He added that the passenger services were of course diverted *via* Carnforth after the closure of the line to passenger services between Lancaster Green Ayre and Wennington on 3rd January 1966.

Andrew Naylor commented that 45593's grubby condition suggested the photo was taken before 30th April 1966 when 45593 worked the northbound leg of the Jubilee Railway Society's South Yorkshireman No. 5 tour from Bradford to Carlisle via Carnforth and Shap. Andrew wondered whether the photo was of the morning 'Residential' to the West Riding or the evening return, and was it before the line between Wennington and Green Ayre closed, which was the line Tony had been looking at, or afterwards?

At this point **Graham Worsnop** provided the existing CRA catalogue record, which dated the photo as 1966. This got Ron thinking about the Joint line from Carnforth to Wennington and he felt the telegraph poles fitted that line rather than the Lancaster line.

Peter Smith agreed, saying that the only place he knew of that had the old MR style telegraph poles as per the picture was around Capernwray on the F&M Joint. He observed that the poles on the F&M Joint were all on the Down side, so if it is on that section it would suggest that the picture is actually of the Down Leeds/Bradford-Morecambe train in the early evening and not the Up train in the morning.

Peter supported this with a photo of his (above right) taken on the 1st May 1976, roughly 10 years later, of the S&C Anniversary special on its way from Carnforth to Hellifield, and thence to Carlisle, which shows the old poles in question. He added, "You can see the line start to curve to the right in the distance before it passes under Kellet Lane bridge which the poles used to go down to." On that basis, he suggested the challenge photo shows the Down 'Resi' taken just on the Carnforth side of Kellet Lane bridge, as both the curvature and the poles would be correct of that location.

John Pickup thought Peter was spot on, and using the Suncalc website (<https://www.suncalc.org/#/54.1353,-2.7386,14/1966.04.20/18:27/1/0>)



suggested the date could be no earlier than 21st March or it would have been dark by the time the Down 'Resi' appeared a little after 6-30 pm. Given it was still quite light, and yet there were no leaves on the hedges, he thought the most likely date would seem to be late April.

Tony Jenkinson commented that the date would have to be before 16th April 1966 because the service ceased running when the timetable was 'recast' for services commencing Monday 18th April. On Saturdays the train ran earlier and was only four coaches at this point of the journey, and the train didn't run on Sundays. That prompted Peter Smith to wonder if the reason that 45593 was allocated to the job and the photographer was out for it was that it was actually the last run of the train on Friday 15th April?

There the matter stood until some weeks later John tripped across two other Pearsall photos of the 'Residential' in its final days on Monday 4th and Wednesday 6th April (see over page). He commented that looking closely at the coaches in both photos, they seem to be the same set of stock as in the challenge photo of 45593. The leading coaches remain the same way round as evidenced by the battery boxes being on the camera side on the first two and on the far side on the third. This gels

neatly with the conclusion that the photo of 45593 shows the Down 'Residential' in the final weeks of operation. The revised CRA catalogue record will read:

Image: A6610-4

Date: 1966 (April prior to 16th?)

Date Logic: Lack of leaves on the hedges and the work-stained appearance of the loco suggests this was before 30th April when 45593 was polished up to work the northbound leg of The Jubilee Railway Society's South Yorkshireman No.5 Rail Tour, while the ample light at what would be at least 6-30 pm (it would be quite dark until 21st March) suggests April as the most likely date, up to the final weekday run on 15th April 1966.

Description: LMS 6P Jubilee 4-6-0 45593 *Kolhapur* (55A Holbeck) heads a Down express passenger, probably the Leeds/Bradford to Morecambe 'Residential', under Kellet Lane bridge between Carnforth and Capernwray.

Location: Capernwray, west of

The photographer is thought to be standing around here looking east: <https://maps.nls.uk/geo/explore/#zoom=18.3&lat=54.13563&lon=-2.73793&layers=168&b=1&marker=54.135324,-2.738575>



LMS 5MT 4-6-0 44933 (10J Lancaster) brings the 4-55 pm Leeds-Morecambe 'Residential' express passenger over the junction south of Hest Bank station onto the single-line branch to Bare Lane. Wednesday, 6th April 1966. (PEZ651)

Challenge No. 236

"Familiar line, but just where is this and what's at the lineside?"

Derrick Codling kicked this one off, but confined himself to pointing out the brick built PW hut on the right with stores outside and nearer the camera a siding for a 2-axle 4-wheeled PW trolley. He also noted a newer building close to the line almost cut off the right hand edge of the photo.

A Facebook friend declared this would be taken on the Stainmore line between Kirkby Stephen and Barnard Castle. After that, no further opinions were forthcoming until **Peter Smith** ventured the suggestion, based on the format of the telegraph poles, that the location was east of Merrygill Viaduct, with 46471 approaching on a Down freight.

Ken Harper swiftly agreed, and referenced a photo on page 44 of Peter Walton's book *The Stainmore & Eden Valley Railways*, albeit of a train heading the other way, which showed similar fencing and telegraph poles.

Rory Wilson tentatively suggested the barely-visible building Derrick noted on the far right might be an LNER concrete PW hut.

Examining maps, the suggested location fits well, so the revised CRA catalogue record will read:

Image: PEF865

Date: 1954 (May - Sep?)

Date Logic: Trees in full leaf.

Description: LMS Ivatt 2MT 2-6-0 46471 (51H Kirkby Stephen) approaches Merrygill Viaduct with a Down Class J goods of loaded hoppers, probably carrying coke. On the Down side of the line are a brick hut and rails to accommodate a 4-wheel PW trolley.

Location: Merrygill, east of



The photographer is thought to be standing around here looking east:

<https://maps.nls.uk/geo/explore/#zoom=17.4&lat=54.47123&lon=-2.33391&layers=168&b=1&marker=54.470791,-2.333768>

While compiling this summary we found a Martin Tordoff photo (TOR-0581), of which the image above is a rather cruel zoom, taken from south-west of Merrygill box looking across the viaduct to where we believe the challenge photo was taken. Dating from 1966, Martin's photo seems to show at the far end of the viaduct the concrete hut that was all but cut off the challenge photo and behind that what could be the pair of rails at right angles to carry a PW trolley.

Challenge No. 237

"Location, direction, service?"

Tony Jenkinson was on his way home, departing from Glasgow Central, as he posted the first comments from his phone that the loco was Britannia 70033 *Charles Dickens*, and as the nameplates were still in position he suggested this would be before 1965. He pointed out this was not going to be the main line, given the sparsely-furnished telegraph poles, and having consulted the catalogue again which showed similarly numbered images around Roose he ventured that this was somewhere along the line to Barrow. By the time he'd finished typing he'd reached Beattock!

Peter Holmes, however, was much more specific, and suggested this was indeed on the Furness line, about a mile north of Roose station. He elaborated on this as follows, *The photographer is on the west side of the line, just south of Park House Farm, at the spot where Mill Beck goes under the railway. The camera is facing north-east. The level crossing giving access to the farm is visible beneath the first coach, just before the line comes out of the curve. Ahead of the loco's left hand smoke deflector, and framed by the telegraph pole guy wire, there appears to be a mine spoil tip which matches with the upper 'Old Shaft' of the Yarlside mines shown on the map.*

Peter remembered such Britannia-hauled workings into Barrow in the early evenings in the 1960s, and that would be consistent with the telegraph pole being illuminated from the west side by the early evening sun, as in the challenge photo.

Les Gilpin had come to a similar conclusion about the location, confirmed by the very distinctive pole with wires and insulators "all over the place". **Howard Quayle** meanwhile was theorising about which train this might be. The passenger timetable for Summer 1962 shows three early-evening arrivals in Barrow likely to be running under a Class 1 headcode:

- 5-30 pm (Euston dep. 10-35 am)
- 6-16 pm (Euston dep. 11-35 am, TC to to Workington Main)
- 7-04 pm (Manchester Victoria dep. 4-03 pm)

He wondered if the LMS coach behind the loco incorporating a guard's brake indicated that the photo showed the through Workington working, as the front portion of the train would (probably) have been detached at Barrow. In that case might a fresh loco take over at Barrow for the run to Workington leaving the Britannia to be serviced and turned on Barrow shed before returning to Preston with the Up sleeper?

Tony Jenkinson, now home from Glasgow, offered some thoughts about the likely train. He pointed out that the 10-35 am from Euston would be the Carlisle train with the train engine working the Carlisle portion through to its destination. Similarly, in high summer the 11-35 am from London would be The Lakes Express with the train engine working to Penrith, though outside those weeks the 11-35



am ran as a separate Furness and West Cumberland line train and may well have been a Crewe Britannia working. The 4-03 pm from Manchester would be the returning business train.

A discussion began about Britannias working into Barrow and their return workings home. **Ron Herbert** recounted his experiences on footplate trips on Britannias on the Furness in 1966 and 1967. On 24th December 1966 he travelled to Barrow on 70002 *Geoffrey Chaucer* working the 1L54 11-50 pm Euston to Barrow. Arriving Barrow at 5-53 am, 13 late, the engine and traincrew then worked 2P92 7-15 am Barrow to Preston.

Howard Quayle commented that that only allowed 82 minutes to hook off at Barrow Central, run down LE to St Luke's Junction and onto the turntable at Barrow shed, be turned and checked and then run back LE to Barrow Central. Similarly, the 10-47 am ex-Preston would have arrived in Barrow at about 12-36 pm and would have an even tighter turn-round time (64 minutes) than the above. Howard wondered if some LE movements used the St Luke's Jcn-Salthouse Jcn-Loco Jcn triangle to turn the loco, which might be quicker than turning on the shed?

Ron replied that on each occasion he travelled on 1L54/2P92 he never went on Barrow MPD, just turned on the triangle. The same applied with the engine for 1P92 8-28 pm Barrow to Preston Postal. He observed that the Britannia working the 1L54 diagram must have left Crewe North MPD with a full tender of coal to complete the diagram.

Returning to the challenge photo, **John Pickup**, suggested that of the three trains cited as possibilities by Howard the 4-03 pm Manchester-Barrow seemed the more likely. He noted that the trees are in full leaf and the sun seems pretty square on to the side of the loco with only a glimmer on the smokebox door. The portion of running plate with steps outside the smoke deflector looks very much in shadow. Invoking Suncalc again,

<https://www.suncalc.org/#/54.1295,-3.1883,17/1964.06.24/18:56/10>

he thought that position would only be reached about 7 pm in mid-summer, which fits with the Manchester train, and it would be even later in the months either side.

The revised catalogue record will read:

Image: WAR052

Date: May 1961 - Sep 1964 (summer months)

Date Logic: Trees in full leaf. Sun in the west at right angles to the loco. 25kV flashes fitted post-Feb 61. Top lamp bracket still in position, lowered by Nov 64.

Description: Britannia Pacific 70033 *Charles Dickens* descends round the curve over Park Farm crossing, north of Roose, with an evening Down express passenger, most likely the 4-03 pm Manchester-Barrow.

Location: Roose, north of

The photographer is thought to be standing around here looking north-east:

<https://maps.nls.uk/geo/explore/#zoom=18.3&lat=54.12978&lon=-3.18859&layers=168&b=1&marker=54.129412,-3.188391>

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Challenge No. 238

"Lots of these bridges around, but where is this one?"

Ron Herbert knew this bridge well, he said, as it was "perfect for taking photographs from and very handy for two pubs close", but he said no more.

Tony Jenkinson felt sure the bridge was on the WCML, and reviewed various possible bridges and nearby pubs that Ron might have been wont to frequent. On the basis of photos of Ron's he had seen, Tony ventured that this was the bridge carrying Tarn Lane over the WCML, east of Yealand Redmayne, looking north.

Peter Smith swiftly agreed, and also with Tony's hint that the colour light just visible through the arch as the line curves away would be the Down Distant for Burton & Holme No. 1. Ron Herbert confirmed Tony and Peter had it right, but said Tony had enjoyed only partial success in identifying the pubs he had in mind, correctly picking the New Inn at Yealand but missing out on the Station Hotel at Burton & Holme.

To round things off, Ron posted the fine photo (right) that he took from Tarn Lane bridge on Sunday 8th September 1963 of 46254 *City of Stoke-on-Trent* working 1M22, the 10-00 am Glasgow Central to Euston, Royal Scot, carrying a blue Scottish Region headboard. He'd been alerted by colleagues in Preston Control that she was working 1M22 due to a failure of an EE Type 4.

That gave Tony the chance to observe that this was apparently the last occasion that the 'The Royal Scot' headboard was carried by a Princess Coronation in BR service.

The revised catalogue record will read:

Image: A7023-8

Date: 1970

Description: View looking north of overbridge No. 32 carrying Tarn Lane, between Yealand Redmayne and Burton-in-Kendal over the WCML. The colour light just visible through the arch is the Down distant for Burton & Holme No. 1.

Location: Yealand



Bridge 32, the subject of the challenge photo, is seen in the distance in this Pearsall photo PEK673 taken from the next bridge south, by Cinderbarrow Farm partly visible on the left. A Fowler 2-6-4T, which looks to be Oxenholme's 42301, heads south bunker-first with a stopping passenger on 26th June 1959.

Challenge No. 239

"Three photos of three trains, taken we believe around the same bridge. But where?"

John Dickie viewed the photos and quickly decided these all looked to be taken on the Cleator & Workington main line, between Distington and High Harrington, where Charity Lane crosses it. He wondered what Target 98 was, being carried by two of the trains, as that would help confirm he was on the right line.

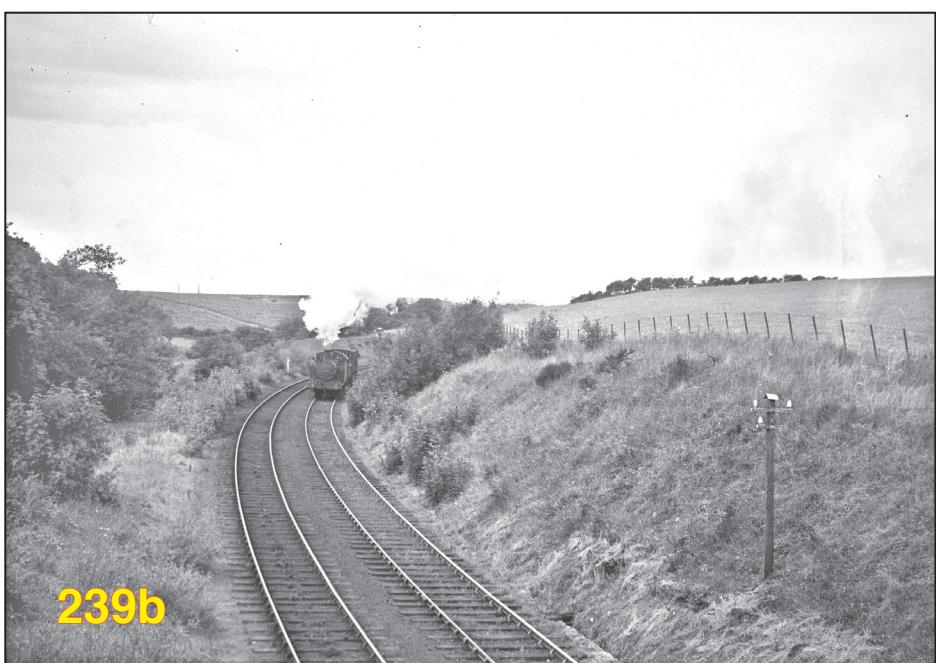
Stephen Leece agreed about the location, but reviewing large scale OS maps John became concerned that some of the detailed features shown there, such as mileposts and signal posts, didn't seem to tie up with the photos. He'd walked the line from Distington to High Harrington many times, pre- and post-lifting, and his suggestion felt right, in respect of bridge, terrain, vegetation and curvature of the track.

Further digging in OS maps of different vintages, however, showed that the milepost marked by Charity Lane bridge is on different sides of the track in the 1900 and 1925 25" maps. Whether that meant the milepost moved, or that the OS made an alteration/correction wasn't clear. It was also observed that when the OS issued revised maps at a later date, the revisions were frequently only partial and didn't necessarily indicate the latest position re detailed features.

To settle the question, **Allan Beck**, who lives locally, went out to look at the site directly and confirmed the conclusion that the location is Charity Lane Bridge No. 35 which carried the High Harrington to Lowca road over the CWJR Main Line. He noted there was a culvert for a stream on the west side of the bridge and suspected the signal wire pulley route seen in the photos to the left of the Up Main Line was to operate High Harrington Up Main Distant located next to the Down Main Line opposite Barfs Brick and Tile Works. The signal post also carried Distington Joint signal box's Down Main Line fixed Distant.

Allan commented that Bridge No. 35 was demolished many years ago and replaced with a new concrete section structure over the track bed, which now forms part of the Distington-Siddick Junction cycle path. The whole area looking in the direction Pattinson photographed is now covered in trees. Allan added that he thought Trip 98 ran this way from Workington Central to Moor Row calling at various stations along its journey.

While the location was being verified, **Neil Smith** was asked for his thoughts on the likely identity of the two ex-Furness Railway locos involved, both being described in the catalogue as FR 0-6-2T, PA0622 being an LMS 3F 0-6-0T 'Jinty'. These provide such a neat insight into the different types, as well as a detailed consideration of the likely identity of the locos in the photos, that we reproduce Neil's comments, essentially verbatim, here (next page).



FR 'Radial' tanks

There were four classes of radial tank introduced by Pettigrew. The first had small wheels and were built for goods traffic on the C&W — hence the nickname 'Cleator tanks'. The second was larger with larger wheels — a mixed traffic loco in more modern parlance, and these were used extensively on stopping passenger trains on the FR main line as well as on goods trains, although Rutherford when he was Civil Engineer did get them banned from fast passenger trains because they did have a habit of coming off the rails (Pettigrew's view was that if Rutherford maintained the Permanent Way properly then they wouldn't come off quite so often!). The third type was a variant on the second, with longer bunkers and shorter side tanks — the frames were a foot longer, to better distribute the weight. And the final type was a beefier version with the smaller wheels again for goods workings on the C&W. These were later dubbed L1-L4 respectively, although the FR never used those classifications and FR loco purists like Mike Peascod refer to them by their build dates (1898, 1904, 1907, 1912) although even that is complicated, as the 1912 class were rejigged with a slightly longer boiler in 1914, so were really two different classes/subclasses.

As regards the two Pattinson photos....

PA0621 — the lack of a smokebox numberplate is a frustration here as that would swiftly identify the loco and which class the loco was from. If it was a side-on shot I would be able to tell you which class — it's certainly not one of the final batch (L4) because they had the extended smokebox similar to that seen on the final 0-6-0s of the type that lasted into early BR days. I am pretty sure it is one of the larger-wheeled types, as the splashes

come up to the level of the oil pots on the side of the smokebox. The lack of side perspective means you cannot see whether it has the extra half splasher in front of the side tank as per the L3 or without as per the L2. This photo clearly shows there are three handrail knobs on the side of the smokebox and boiler. That would point to this being an L3 as they needed a longer handrail to bridge the gap before the shorter side tanks started. However, there are some photos of L2 11628 with a longer handrail in place — probably because of a boiler swap with an L3. I have had a look through photos in my collection and it seems the LMS were rather random in which members of both classes were given smokebox numberplates, so we cannot even hazard a guess on class based on that. There is a photo of L3 11636 (formerly FR 97) with no numberplate and a 12E shed plate, so it is possible that this is another photo of that loco, but that is a big supposition. I do not have front-end photos of every member of each class in LMS service to be able to say whether others were similarly treated with shedplate but not numberplate.

So the best we can say here is that it is one of larger-wheeled FR radial tanks.

PA0627 — well this is nigh on impossible to be certain about due to the almost complete rear view and the slightly elevated perspective, with no number on show. I think this is again one of the larger-wheeled variants, because the bunker doesn't look short enough to be an L1 (but as above the perspective makes that hard) and am pretty sure it is not one of the L4, as their coal rails were level with the bottom of the rear cab windows. But more than this I cannot say. The only other possibility here would be that this is not a radial tank at all but a Pettigrew 0-6-0T, which had a similar rear view,

but their bunkers were lower and I don't think this is one of them. There is a photo of the rear of L3 11636 (formerly FR 97) at Moor Row shed which presents a similar appearance.

The revised catalogue records will read:

Image: PA0621/2/7

Date: c. 1935

Description:

PA0621: An FR 0-6-2T, one of the larger-wheeled types, approaches Charity Lane bridge between High Harrington and Distington heading Target 98, thought to be a pick-up freight from Workington Central to Moor Row. Head-on view from under the bridge.

PA0622: An LMS 3F 0-6-0T approaches Charity Lane bridge between High Harrington and Distington with a short pick-up freight.

PA0627: An FR tank, probably one of the larger-wheeled 0-6-2Ts, approaches Charity Lane bridge between High Harrington and Distington running tender-first heading Target 98, thought to be a pick-up freight from Workington Central to Moor Row.

Location: High Harrington, south of

The photographer is thought to be standing around here looking north-west:

<https://maps.nls.uk/geo/explore/#zoom=17.2&lat=54.60787&lon=-3.54518&layers=16&&b=1&marker=54.607730,-3.545926>



Challenge No. 240

"Where was this loco line up, and what might they be doing?"

This one didn't survive the searing scrutiny of chatline contributors very long, though it did turn out to be an unusual view of a familiar location.

Night owl **Tony Jenkinson** quickly decided it was a clutch of Leeds engines at the seaside on August Bank Holiday weekend. He suggested it was Morecambe Promenade, to the south of the station, with the turntable to the right and the Big Dipper in the left background (though he hoped it didn't turn out to be Bridlington or Scarborough). Tony posted the map (right) to support his suggestion.

Ron Herbert agreed it was definitely Morecambe Promenade, and a Facebook friend commented that, *the chimney and water tank in relation to the turntable are exactly as a 1933 aerial picture in a book I have. Big dipper in correct spot too. Not often seen from this angle. The large building in the background is the cinema/shopping arcade complex which doesn't exist in the 1933 shot. Now the site of Morrison's supermarket.* **Brendan Sweeney** pointed out the 'Empire' cinema sign that can just be made out on the top of it on the right hand side.

Ron posted the superb photo (below right) looking the other way, east, across the turntable, which Ron commented had a white plate saying it was a Cowans Sheldon product.

The revised CRA catalogue record will read:

Image: PEJ769

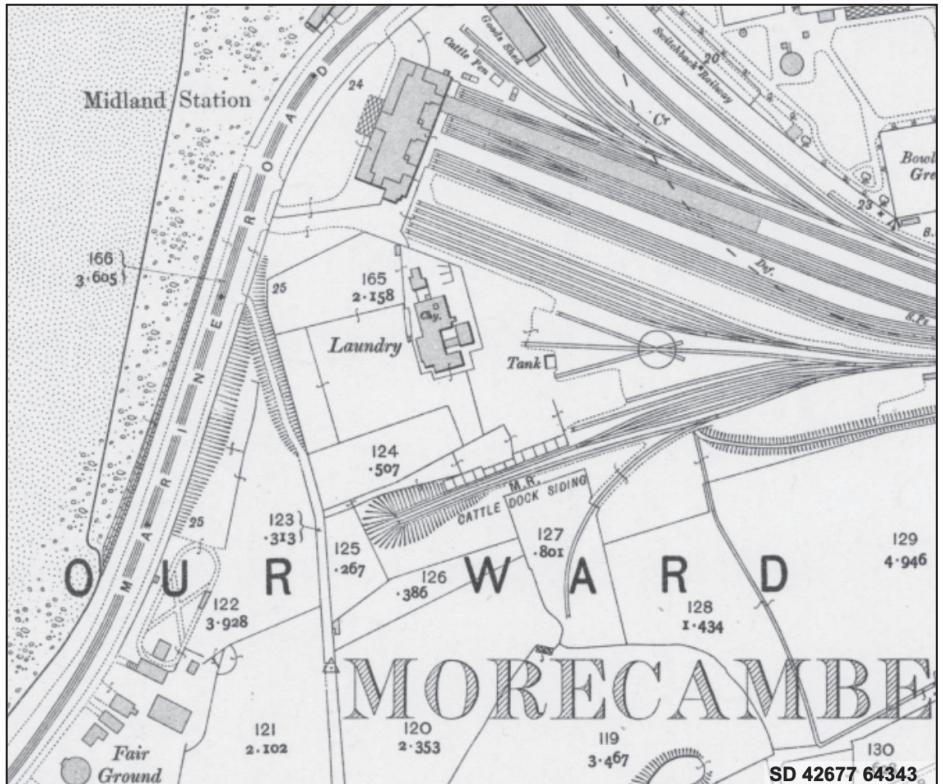
Date: 4th August 1957

Description: LMS Ivatt 4MT 2-6-0 43014 (55B Stourton) carrying reporting number M553, LMS 4P Compound 4-4-0 41068 (55A Holbeck) with chalked 534A, and an unidentified LMS 5MT 'Crab' 2-6-0 carrying M542 stand at the head of lines of engines waiting in the sidings to the south of Promenade Station ready to work return excursions. Other locos, including a 4F 0-6-0 and another 'Crab', stand on the roads around the turntable to the right.

Location: Morecambe Promenade

The photographer is thought to be standing around here looking west:

<https://maps.nls.uk/geo/explore/#zoom=17.2&lat=54.06993&lon=-2.87275&layers=168&b=1&marker=54.070167,-2.871602>



OS 25" map of Morecambe Promenade station, published 1913. Map image courtesy of The National Library of Scotland Digital Images.



Fowler 4F 0-6-0 44394 turning ready to work 4L25 16-30 Heysham Moss to Plumpton Jcn, 15th March 1966. She had been working 4L25 chimney leading from Heysham Moss, being a late replacement for a failed Metrovick. Note the Midland signal box, the array of signals and the OLE still in place.