

# The 'Lockdown' Daily Challenge

## Challenge Images No. 2 — Numbers 16 to 30

To keep us all going (or amused!) during the Lockdown period, our photo archivist Dave Richardson provided a selection of photographs from the CRA collection which would then be posted daily onto the Chatline and the CRA's Facebook for members to comment on. Ken Harper posted the images onto the Chatline whilst Graham Worsnop uploaded them onto Facebook. The response was fantastic and whilst some photos were identified easily, others proved to be a real challenge. As you read through the summary of each Daily Challenge, it is clear that the CRA membership has a wealth of knowledge and information, which not only kept everyone interested, but provided more information on the photographs that were posted. Finally, Graham Worsnop kept everyone looking at the Chatline each morning with the answer to the previous posting, which in some cases, prompted more information. Our thanks also to Bob Mitchell and David Hunter for assembling the digest of the comments made

### Daily Challenge No. 16

*"Is it tight enough yet? 1959"*

John Dickie, Derrick Codling and Howard Quayle all guessed the location as Foxfield, the main giveaways were the signal box steps and the crossing to the road. Howard added that the old Foxfield loco shed was just visible on the far right of the photo and the Ganger who was tightening the fishplate was standing on the Furness Up Main. Howard pointed out the 20mph permanent speed sign which was just in front of the loco advising that this was a Furness Railway sign and was still in situ some 36 years after the Grouping. The speed sign marked the commencement of the speed limit over the sharp curve to the north of the station which connected the former Whitehaven & Furness Junction Railway and Furness Railway systems. It was also noted by Howard that all workings onto and off the Coniston branch had to use the Up Main, with trains from the Barrow direction crossing onto the Up Main at the south end of the station to access the branch. Les Gilpin noted the gangers were wearing their standard issue 1950s low-viz work gear!

Graham Worsnop advised that the photo had been taken by Fugler (FUG001) at Foxfield station of a Down passenger train hauled by an ex-LMS 5MT 4-6-0, with three track workers in the foreground in May 1959.

### Daily Challenge No. 17

*"There seems to be summat missing"*

Howard Quayle responded stating that it was an ex-Furness Railway loco, which he believed spent most of its time, post-Nationalisation, at Workington. He asked whether this was one of the class which was rebuilt at Horwich with an L&YR boiler. He also thought that the photo was taken at Kingmoor shed.

Graham Worsnop confirmed that this was taken by Kevin Hughes (HUG014) at Kingmoor Shed near the coaling plant of Furness Railway's 0-6-0 BR No.52509 on 17th March 1953.



### Daily Challenge No. 18

*"And yes, in 1962 you could really get this close to working locos and stock here."*

**John Dickie** was first to respond by stating that the location was Whitehaven Harbour, where he would visit when he was seven or eight years old, by catching the bus from Distington into Whitehaven, unaccompanied by an adult and then spend the rest of the day there. John recalls that the Saturday afternoon children's matinee was preceded by a visit to the docks to watch the coal boats loading and the various shunting operations taking place, recalling that either him or any one of his

friends could have been run over or fallen into the water! **Peter Holmes** confirmed it was Whitehaven and advised that the dock complex was well photographed as it was so accessible right up until 1984. Commenting on the loco, Peter said it was Thurnham (Peckett 1508 of 1918). The loco was moved from William Pit shed at Whitehaven to St Helens Colliery at Siddick in late 1965. Adding that one of its nameplates was on display in the Beacon museum during 2019.

**Graham Worsnop** confirmed that the photo was one taken by Kevin Hughes (HUG042) at Whitehaven Docks of NCB 0-4-0ST in May 1962.



### Daily Challenge No. 19

*"Still in 1962, but the opposite side of the county."*

**John Dickie** and **Derrick Codling** guessed the location as Oxenholme however, **Tony Jenkinson** added more detail about the photo, stating that the picture was of Carnforth's Fowler 2-6-4T No.42322 which was stood on the tracks which ran on the outside of the station's west wall. The engine is carrying a shed plate displaying the code '24L' indicating that the picture was taken after Oxenholme shed closed in June 1962 but before Carnforth's code changed to '10A' in September 1963. Tony added that more significantly No.42322 was the last Fowler 2-6-4T to be allocated in the Cumbria area, being based at Carnforth until July 1965. Tony had found a picture of the loco at work on a passenger train off the Windermere branch in May 1965, adding that the engine had only been allocated to Oxenholme since 1960 but was very much part of the local scene in the early and mid-60s. The Fowler 2-6-4Ts were associated with Oxenholme shed workings, Tony advised that there are tales of them making 80mph sprints down to Carnforth on passenger trains as well as their exploits assisting trains over Grayrigg and up to Shap. Tony noted that the loco's front number-plate was displaying the white painted corners which seem to have been a Carnforth 'trademark' in the mid-1960s. Tony did recall that 42322 was of great personal interest to him, as it was the first locomotive he ever went on the footplate of, which was during one Sunday afternoon at Windermere, adding at the time, he was being 'looked after' by his cousin - a girl!

**Ewan Preston** recalled that 42322 was one of several locos that he had a particular fondness for. It was a regular performer around Oxenholme, on Branch trains, sharing the banking duties or working the Keswick portion of the Lakes Express from Penrith. He remembered it mostly during the time it worked out of Carnforth along with fellow Fowlers Nos.42319, 42359 and 42378. Ewan believes that he would have ridden behind it on his occasional trips to Kendal or Windermere with his mother and brother. He remembers that he didn't see it on workings around Oxenholme for quite a period in May & June 1965 and thought it may have gone for scrap. Such was the liking for it that when it reappeared in mid-June there was a degree of rejoicing amongst his band of spotters, however, it didn't last much longer as the last time Ewan saw it the loco was working Light Engine on the branch on 30th June 1965.

**Graham Worsnop** confirmed that the photo was by Kevin Hughes (HUG049) taken at Oxenholme station of ex-LMS 4MT Fowler 2-6-4T 42322 on the road at the rear of the branch platform in June 1962.



## Daily Challenge No. 20

*"Southbound goods darkens the sky."*

**Tony Jenkinson** was quick to respond with the answer and was clearly enjoying the 'Windermere branch fest' of photos. Tony pointed out that this photo was the same train as that featured in Daily Challenge No.15. However, at first, Tony was puzzled by the locomotive number, as the previous photo's details (Daily Challenge 15) had the loco recorded as being 45289, which subsequently Tony discovered that this loco was withdrawn from service at Colwick shed in 1966. Tony wondered whether the loco was in fact 45209 but thought that the photo showed the original loco as having a domed boiler, but in this picture the loco has a 'domeless' boiler. Loco 45209 was allocated to Rose Grove, then a short stay at Hellifield before being transferred to Carnforth in 1963, where it remained until almost 'the end' in 1968. Tony recalled that his dad had made a sound recording of the loco working a late night passenger train into Windermere in 1968 as it deputised for a DMU working. Tony also noted that the train had a good load behind the loco including some merchandise vans towards the rear and the coal hoppers would have delivered fuel to Cropper's paper mill at Burneside.

**Graham Worsnop** confirmed that the photo was by Percy Duff (DUF088C) taken at Kendal of ex-LMS 5MT 4-6-0 45289 (which we now know to be 45209) on an Up goods in May 1968.



## Daily Challenge No. 20a

*"The shed in this 1967 image is still there."*

A bonus challenge was sent out by **Graham Worsnop**, which **Les Gilpin**, **Peter Holmes** and **Howard Quayle** all confirmed the location as being Haverthwaite. Having undertaken some detective work of the image, Howard thought the loco was 46499 which was allocated to Carnforth and withdrawn on 31st May 1967, this was shortly after freight services were withdrawn from Haverthwaite on 24th April 1967. Howard wondered whether the two vans on the rear of the train were either being propelled into,

or pulled out of, the goods shed, assuming that the photo was taken towards the end of freight services on the branch.

**Ron Herbert** advised that by 1966 the Lakeside branch freight workings were worked by Carnforth depot (Saturdays Excepted) and an extract from the Preston Division trip notice 18th April 1966 until further notice showed:-  
Target 84 Class 2 2-6-0  
Carnforth depart 06-15, Grange 07-26-08-20, Ulverston 08-5-16-06 Carnforth arrive 17-17.

Note A shows Calls Leven Cott. and P.Jct. for water cans.

Note B shows Shunt Canal/Haverthwaite.



Note C Bank 10-25 Carnforth to Barrow and 14-45 Carnforth to Barrow.

Saturdays Only showed Barrow MPD depart 08-05 LE Bank as required Barrow MPD arrive 15-00.

Ron added that the Plumpton Junction to Backbarrow Charcoal Iron Co siding was shown to have closed on 24th April 1967.

**Graham Worsnop** confirmed that the photo was by Kevin Hughes (HUG069) taken at Haverthwaite station with ex-LMS 2MT 2-6-0 46499 shunting in the yard on 21st April 1967.

### Daily Challenge No. 21

*"1969 and some of the sidings still exist, but the loco is only available as a model."*

**Howard Quayle** initially thought the photo was taken at Bardon Mill Colliery, recalling that he used to pass the sidings on the Newcastle to Carlisle line on his weekly commute to and from Middlesbrough in late 1971/early 1972.

**Peter Holmes** suggested that the location was in fact the British Gypsum Cocklakes Works which joins the Settle-Carlisle line at Howe & Company sidings. Peter thought that the loco in the picture was in fact J.N. DERBYSHIRE and different to the model that was referred to in the caption, which was William Thomas Trimble and confirmed by **Graham Worsnop** that the caption was incorrect. Peter advised that he worked with a gang from the Tanfield Railway to lift the track from the branch and the Exchange sidings, which were moved to the Railway and helped relay the section between Marley Hill and Tanfield in 1982. Regarding the Exchange sidings at Howes, Peter stated that these were laid during the war and were flat-bottom rail bolted to concrete sleepers. He also recalled that some of the rail was very badly rusted and the sleepers were very well bedded in, and when they were jacked up some of the bolts just pulled through the foot of the rail.

**Ken Harper** added that the brake van and hopper wagons in the distance would be the Appleby Trip working (Target 42) and was standing in the Down Goods Loop at Howe & Company's signal box. The Trip working ran from Carlisle Yard to Appleby and returned calling in at British Gypsum sites at Long Meg, Newbiggin, Kirkby Thore (McGhies) and Cocklakes (Howe & Co) as well as picking up other residual traffic and defective wagons. Ken recalled that in late 1970s, during a strike by truck drivers "we tried to get a new long wheelbase type VDA van into the works for loading plaster and plaster board but after three derailments on the tight curve and very poor track we gave it up as a bad job. By this time I think it was a BG 0-4-0 diesel shunter used which had travelled over BR rails, under special authority, from Long Meg to Howe & Cos. after Long Meg mines closed." **Andrew Naylor** confirmed that the loco in the photograph initially went to Carnforth Steamtown but is now at the Ribble Steam Railway in Preston.

**Graham Worsnop** confirmed that the photograph was taken by Kevin Hughes



(HUG172) at Howe & Company sidings showing 'J N Derbyshire' propelling wagons up the line to the works on 10th June 1969.

### Daily Challenge No. 22

*"You could do this in 1960 – but don't do it now!"*

The Windermere branch 'fun' continues" was the opening comment from **Tony Jenkinson** who was first to respond, advising that the location was Burneside and that the photo was taken by Kevin Hughes (HUG185) in August 1960. Tony added that he could never understand why this is the 'Higher' Level Crossing and the one north of the station is the 'Lower', when the gradient of the line is rising through Burneside towards Windermere.

**Derrick Codling** recalled visiting the crossing on a regular basis between 1974 and 1979 to sign the book as he passed through heading to Bootle signal box whilst driving a railway vehicle, a Hillman Avenger! **Ken Harper** added that after the demise of the Lancaster Area Manager's

area, Carlisle Area Manager took over the Cumbrian part of the area as far south as Yealand (where the boundary between Carlisle and Preston PSBs sits) recalling that he would visit Burneside weekly from 1983 to 1989. Ken remembers that the small, cramped wooden cabin which had to have the signal box special instructions etc. displayed on the sloping ceiling, but the building has since been replaced by a basic Portakabin type structure, which is positioned to the left side of the photo, some years ago. The ground frame remains in the same location.

**Graham Worsnop** confirmed that the image of Burneside Higher Crossing and lever frame was taken by Kevin Hughes (HUG185) in August 1960.





### Daily Challenge No. 23

*"1971 and the station still sees through trains."*

Whilst several members guessed location correctly as Kirkby Stephen, the main topic during the day was when the current flat-roofed signal box came into operation, the workings of the train and the subject of facing crossovers on the Midland. **Keith Fenwick** suggested that the old signal box ceased operation on 24th October 1974 (according to Anderson & Fox – Stations and Structures of the Settle and Carlisle). **Ken Harper** confirmed that during his night shift in Appleby on Sunday 27th October 1974, he drove up to Kirkby Stephen to have a look around the new box.

On the subject of facing crossovers on the Settle and Carlisle, **Tony Jenkinson**, having read his 1973 edition of *Rails in The Fells* by David Jenkinson, commented that the Midland Railway was particularly averse to facing points on main running lines. When the line from Settle to Carlisle was opened, there were no facing points at all in the southbound direction from Petteril Bridge Junction through to Settle Junction, and in the northbound direction, only those at Appleby to access the link to Appleby East. The book mentions that the facing connections to convert the refuge sidings at Blea Moor into running loops in both directions and to access the sidings at Long Meg were added later by the LMS and BR. The Hawes branch at Garsdale could only be accessed via a reversal from the down main line. As far as the track layout at Kirkby Stephen is concerned, the book shows the facing connection from the 'Up' main line into the 'loop' at the south end of the station platform is actually a trailing connection into the down line from the north end of the yard, crossing the up main line via a 'diamond' crossing/single slip (the 'slip' creating a 'trailing crossover' between the main lines – the plan in the

book is dated 1915(!). However, the signal box diagram of Kirkby Stephen which is shown in Peter Walton's book 'Diesels over the Settle Carlisle Route' shows the layout as up (and down) refuge sidings - with two trailing connections into the up line from the refuge line.

**Ron Herbert** confirmed that the train in the photo was 6M18 07.25 (Daily) Tinsley to Carlisle Yard.

**Graham Worsnop** confirmed that the photograph was one of Kevin Hughes (HUG213) taken at Kirkby Stephen of BR Class 25s (Nos.D7527 and D5284) of an Up Goods (which we know to be a Down Goods), 6M18 passing the goods yard and shed. The photo is shown to be taken on 14th January 1971.

### Daily Challenge No. 24

*"1986 and the shape of things to come?"*

**Les Gilpin** suggested that the vehicle

was a Permaquip Powered Canopy Trolley which was designed for use by the rail welding gangs for transporting their equipment and chemicals. The vehicles were introduced in 1985 of which twelve were built for British Rail. **Ian Clemmet** identified the location as Oxenholme Up Sidings, with the buildings in the background giving away the location (with Ian commenting, that he had probably consumed a considerable number of very nice pies and sausages which are currently produced in the buildings!). Ian further added that the Up Sidings had been signed out of use for some time before their removal in 2016 as part of the junction remodelling at the south end of Oxenholme station.

**Graham Worsnop** advised that the photo was by Kevin Hughes (HUG278) taken in the Up Sidings at Oxenholme of a Permaquip mobile messroom(??) PCT68700 on 7th June 1986.





### Daily Challenge No. 25

*"1987 and the white devil strikes again!"*

A couple of members guessed the location correctly as Kirkby Stephen, but it was why the class 31 was on the train which produced the most responses throughout the day of the Challenge. **Allan Beck** wondered whether the DMU had failed somewhere and the class 31 had been sent to rescue it, suggesting that if Kevin Hughes had taken the photo and Walt Jackson was on duty in the signal box then he probably went up to the 'box afterwards to catch up on the 'craic' over a hot cup of tea!

**Graham Worsnop** confirmed that the photo was by Kevin Hughes (HUG555C) and taken at Kirkby Stephen of loco No 31275 hauling a failed Class 108 DMU into the station on 15th January 1987. **Ken Harper** added that he had been on duty the previous day between 08-45 and 23-30 spending the majority of the shift travelling on the mini-plough up to Blea Moor, then after a short rest(!) he was back for 03-00 to 17-00 on the 15th patrolling Kirkby Stephen to Blea Moor on No.31275. The loco was attached to the DMU at Blea Moor whilst working 2P02 12-20 Skipton to Carlisle after the unit suffered loss of heat in the front coach. Ken actually paid out the cash wages to the signallers along the line from the loco on that day too.

### Daily Challenge No. 26

*"1948 and there is still track there."*

**Tony Jenkinson** was first to respond after checking the British Railways Database to confirm that Lancaster Green Ayre shed was allocated shed code 23C for a short time in 1950/1951 and that the 4F No 4032 was allocated there in 1948. Tony also noticed that the wooden building and chimney pots looked the same as those

in a photograph Ron Herbert had shared previously and was therefore confident that the location was Glasson Dock. **Derrick Codling** added that the loco, No.4032 was the regular loco on the shunt on to the quay at Lancaster for Williamsons and also Lune Road shops, which is where the wooden London Midland P-way huts were made in BR days.

**Graham Worsnop** confirmed that the photo was taken by Revd. John Jackson

(JA0216) at Glasson Dock of ex-LMS 4F 0-6-0 No.4032 standing by the station building around 1948.



### Daily Challenge No. 27

*"1952 this time and how may cuppas in this lot?"*

**Derrick Codling** noticed that the loco's tender had plenty of coal in it and the traincrew were looking towards the camera and wondered whether the three milk tanks and the stove van were from Egremont. **John Dickie, Peter Atkinson** and **Les Gilpin** suggested that the photo was taken at Keekle heading north on the C&W line. **Allan Beck** advised the group that after the C&W closed, the loco would always run-round at Moor Row, with one of Workington's 4MTs working down the

bank to Corkickle then onto Carlisle via Whitehaven. Allan continued to say that the photo was of the evening milk train from Egremont which was worked by a loco and crew from Moor Row MPD, the shed closed on 31st July 1954 with the locos and men transferring to Workington shed. The Milk train would come off the C&W at Siddick Junction and either continue to the dairy at Aspatria to pick up more tanks, or run straight to Carlisle. **Ron Herbert** added that the passenger WTT dated 13th June to 18th September 1955 shows a Class "C" Daily Milk 4-45pm Egremont to Carlisle London Road, Moor Row 5-5pm-5-10pm, Siddick Junction 5L36pm - 5L48pm (L stops

to change engine or trainmen), Aspatria 6-22pm-6-35pm. There was footnote advising that the train was a "Q" between Egremont and Aspatria and therefore only ran when required.

**Graham Worsnop** confirmed that the location was at Keekle of a FR 0-6-0 working a milk train heading north around 1952 (according to a Pearsall image 30th July 1952) taken by Revd. John Jackson (JA0587), however **John Pickup** identified the loco as one of the numerous Aspinall L&Y engines, with Graham adding that this particular loco was withdrawn on 6th December 1952 from Moor Row shed.



### Daily Challenge No. 28

*"1954 and a track inspection coming up"*

Very few people responded to Challenge No. 28. **Ron Herbert** suggested that it was at Tebay on the former NER locomotive shed site with the turntable behind them. Jeremy Cookson agreed as the pattern trolley lamp on the front was of NER/LNER style. **Ken Harper** suggested that the trolley was for the ex-LNER line from Tebay to Kirkby Stephen as a leftover from the LNER days.

**Graham Worsnop** confirmed the photo was by Revd. John Jackson (JA1201) which was thought to be Tebay (as it was in sequence of images from Tebay) of a Platelayers's trolley with staff, taken circa 1954.



## Daily Challenge No. 29

*"1956 and a nice silhouette of the photographer."*

**Derrick Codling** responded to advise that the rebuild by Stanier of one of the original class of Fowler locos, which commenced in 1943 and he believed that loco No.46106 was the only one to have this design of smoke deflectors. The loco also carried the name of Gordon Highlander and would be waiting to take over a southbound train. Derrick also noticed the train stood in the bay platform which would be a departure to the North Eastern.

**John Pickup** had some speculation on what No.46106 might have been doing. John identified that from the angle of the sun it looked like it was between 3pm and 4pm and wasn't very high for that time of day, suggesting it could have been early or later in the year rather than midsummer. Assuming the loco was waiting to take over a southbound express, noting that the loco was fully coaled, blowing off, displaying Class A lamps and doubtless for the 'Lanky' being a Crewe loco, John advised that in late 1956 there were only two southbound expresses around that time. The first was the Midday Scot however, this only had a six minute stop at Carlisle and wasn't likely to have changed engines. The other was W484, 12-15pm Perth–Euston, which stopped for nine minutes, leaving Carlisle at 3-54pm. While a Pacific might have been the more usual power, the LNER loco in the Newcastle bay, potentially a B1, added support to this latter possibility as there was a 3-55pm departure for Newcastle. John did add that the photo could have been taken on a Sunday, or any number of out of course workings, and the above could be a complete flight of fancy!!

**Graham Worsnop** advised that the photo was by Stan Buck (SBC015) taken in the centre road at Carlisle Citadel Station of ex-LMS 7P rebuilt Scot 4-6-0 No.46106 with straight smoke deflectors in December 1956.

## Daily Challenge No. 30

*"Rural goods service and, apparently Derrick Codling and Noel Machell are excluded as they were present!"*

Despite the title of the Challenge, **Derrick Codling** was first to respond to say that he had just spent 25 minutes wondering what he could say about the photograph as he had no idea where it was taken and even being excluded from the Challenge, after 57 years he wasn't able to remember the exact location, something that was going to bug him until the answer was posted!

**Howard Quayle** added that the loco, No.46455, was allocated to Kingmoor (68A) and wondered whether the photo was taken on the first stretch of the CK&P out of Penrith, rather than his first thoughts of the Langholm branch. Howard did note the immaculate p-way though and his first thoughts were the wagons could be carrying lime.



**John Pickup** advised that through the 1960s until 1966, the loco was allocated to Upperby, and prior to that Workington with a couple of short spells at Durranhill. On 12th July 1963 it was recorded as being allocated to Upperby which fits with what appears to be a '12B' shed plate on the loco. **Ken Harper** thought the photo was taken as the train departed Flusco sidings and approaching St Andrews cutting heading towards Blencowe and Penrith.

**Graham Worsnop** advised us that the photo was taken by Ron Herbert (2218a) of No.46455 working 9L73 4-40pm Keswick to Penrith near Flusco siding on 8th May 1963, which Derrick Codling and Noel Machell were present at the time!

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