

# The Mystery Photo Challenge

## Challenge Images No. 20 — Numbers 241 to 250

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 241 – 250 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. 241

*"One where we don't believe the catalogue location"*

**Tony Jenkinson** instantly recognised the location from the large building seen over the train, as he spent quite a bit of time in it when he first started working in Lancaster. This was Lune Valley Water Board's Scotforth Filter House, which

turns out to be embarrassingly close to the doubted catalogue location of Oubeck – about  $\frac{3}{4}$  mile north in fact.

**Ron Herbert** confirmed the location, which he described as being between Scotforth Up IBS and Oubeck, and suggested the train was probably 1A65, the 6.35 pm Kendal to Kilburn parcels. He noted the inclusion of a goods brake in the train, which would suggest the steam

heating pipes were not connected between the vans, or the Type 4's steam generator was defective. Ron kindly posted one of his own pictures, (see next page) taken in awful weather conditions on 1st September 1962, of 46257 *City of Salford* passing the said location working 1M38 2.00 pm Glasgow Central to Liverpool Exchange.

**Noel Machell** and **Peter Smith** knew this location as Burrow Bridge, the

photographers standing on said bridge, and that is also the name on the NLS maps and in the official bridges register. Peter posted a later photo of his from the same bridge, also taken in awful weather conditions, on 1st August 1982. This shows Class 83 electric 83001 hauling 1K19, the 18-07 Sundays Only Carlisle-Crewe. Peter said that from memory this used to be a five-coach Crewe/Liverpool/Preston/Barrow set of Mark 1s, which that year had gone north on the 13-57 Crewe-Carlisle. He pointed out that the 132kv overhead line in the challenge photo has been replaced by a 400kv line on the same alignment (in the mid 1970s) as part of the construction of Heysham power station.

In the way that these discussions sometimes develop, a comment from Ron Herbert that 46257 would have worked through to Liverpool Exchange on what is today just a single line, led to Tony Jenkinson recalling high-speed running on that line in the final days of steam, when 'Black Fives' attained speeds into the 80s. In the subsequent discussion of some of Ron's high-speed runs with 'Black Fives', Tony pointed out that in the mid-1960s the 8-10 am Windermere-Manchester 'Club' train didn't stop at Carnforth, quite unusual for a Windermere line train, and by omitting that stop managed to get itself 'Mile a Minute' status because it was scheduled to run the 19 miles from Oxenholme to Lancaster in 18 minutes.

Tony reflected that when he first watched the 8-10 am 'Club' train it could be made of up to ten coaches (eight for Manchester and two for Liverpool) but in its later days it was reduced to as few as four. Ron confirmed that he travelled on the footplate of 70025 *Western Star* on the return working, 1L32, the 17-22 Manchester Victoria to Windermere, on the 31st March 1966 from Carnforth to Windermere when it comprised just four coaches. Ron also referred to his photos of 1L32 between April and June 1965 where the 'consist' was six, or on one occasion seven Mark 1s, and posted this photo of the train on 2nd June 1965 behind Class 5 45095, taking water on Hest Bank troughs with a formation of six Mark 1 vehicles.

The revised catalogue record will read:

**Image:** PEI431

**Date:** 13th June 1966

**Description:** EE Type 4 (later BR Class 40) D212 *Aureol*, approaches Burrow Bridge, north of Oubec, with an Up parcels, possibly 1A65, the 6-35 pm Kendal-Kilburn.

**Location:** Oubec, north of

The photographer is thought to be standing around here looking north  
<https://maps.nls.uk/geo/explore/#zoom=17.4&lat=54.01743&lon=-2.79605&layers=168&b=1&marker=54.016649,-2.796888>



### Challenge No. 242

*“Slowing for a TSR, but heading which way where?”*

Being a photo of two BR 4MT 2-6-0s on a freight, everything about this one pointed to the Stainmore route, and **Eliot Andersen** advised that the leading loco, which looked to be 76023, was a Kirkby Stephen engine from July 1956 until April 1960.

But the exact location caused a little puzzlement. Everyone's thoughts focused initially on the line east of Kirkby Stephen. **Howard Quayle** confirmed that the fencing was NER fencing and wondered whether this was out towards Hartley Quarry, with Hartley Castle Farm in the distance. **Ron Herbert** commented that the wagons making up the train were quite unusual for the Stainmore route, being a mix of minerals and opens rather than hopper wagons that normally carried the coke traffic. **Ken Harper** finally made the breakthrough suggesting that as the surroundings were fairly flat with high hills only in the distance, he thought this might be between Tebay and Gaisgill or Ravenstonedale. He further suggested this was an Up (eastbound) train. **Peter Smith** agreed, suggesting the train was approaching Gaisgill eastbound and **Keith Fenwick** pinpointed it as being taken in the field to the west of the B6261 Orton road, looking south-west. That completed an excellent spot of a little-photographed location.

In wrapping up the discussion it was remarked that peering earnestly at the smokebox numberplate of the second loco, there seems to be a 4 at the end, and arguably the expected 6 and a 0 to the left. If so, the likely candidate would be 76024 which was transferred to West Auckland a month or so before 76023 went to Kirkby Stephen.

Accordingly, the revised catalogue record will read:

**Image:** PEJ519

**Date:** 20th July 1956

**Description:** Two BR Standard 4MT 2-6-0s, probably 76023 (51H Kirkby Stephen) leading possibly 76024 (51F West Auckland), double-head an Up (eastbound) Class 9 goods of probably empty mineral wagons approaching Gaisgill station

**Location:** Gaisgill, west of The photographer is thought to be standing around here looking south-west: <https://maps.nls.uk/geo/explor/#zoom=17.9&lat=54.44269&lon=-2.55826&layers=168&b=1&marker=54.442949,-2.557724>



### Challenge No. 243

*“Is this one in our area, or somewhere else?”*

**Derrick Codling** started the ball rolling by observing that, although the loco was of LNWR ancestry, the terraced houses at rail level effectively ruled out the Lancaster area. Astutely, he suggested the Manchester Collieries wagon might be a clue.

**Dave Richardson**, perhaps taking Derrick's cue, said he was pretty sure it was Patricroft in Manchester, based on similar photos he'd seen, and so suggested it could be a W D Cooper image as he took many photos in that area. Turning to the wagons, Dave thought the wagon to the left of the loco could belong to the Eccles and District Co-operative Society. That was no sooner said than **Andrew Naylor** confirmed it and informed us that the photo was published in WD and DS Cooper's *LMS Days* book. The caption lays it all bare: “Ex-LNWR superheated Precursor No. 25292 *Medusa* backs off Patricroft shed at Eccles Junction en route to Manchester Exchange to pick up a train (photograph taken about 1937)”.

The revised catalogue record will read:

**Image:** JTR005

**Date:** c1937

**Description:** Ex-LNWR superheated Precursor No. 25292 *Medusa* backs off Patricroft shed at Eccles Junction en route to Manchester Exchange to pick up a train. A W. D. Cooper image published in *LMS Days* by W.D. and D.S. Cooper (Ian Allan 1979).

**Location:** Patricroft, Eccles Junction The photographer is thought to be standing around here looking north-east: <https://maps.nls.uk/geo/explorer/#zoom=17.7&lat=53.48614&lon=-2.34473&layers=168&b=1&marker=53.485423,-2.343945>

## Challenge No. 244

*"A local photographer, but is this one local?"*

Despite the Midland features present in this Norman Kerr image, it rang no bells with anyone for possible Cumbrian locations. And no wonder, as it proved to be from deepest Gloucestershire!

A Facebook friend spotted straight away that the location is Tewkesbury's 1865 station looking north-west towards Upton-on-Severn and Malvern, which **Richard Foster** quickly confirmed.

The revised catalogue record will read:

**Image:** KER176

**Date:** c1900

**Description:** A view from the Down platform of the 1865 station on the through route from Ashchurch looking north-west towards Upton-on-Severn and Malvern. Midland signals.

**Location:** Tewkesbury Station

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

<https://maps.nls.uk/geo/explore/#zoom=17.4&lat=51.99613&lon=-2.15085&layers=168&b=1&marker=51.996332,-2.14862>



## Challenge No. 245

*"Where was this express caught on camera?"*

**Howard Quayle** was quick to state that this was clearly a WCML location. Looking at the number of coaches in the train he suspected it was a Glasgow/Edinburgh – Manchester/Liverpool service.

**Ron Herbert** went further, suggesting the location was between Galgate and Bay Horse, and **Peter Smith** agreed.

**Tony Jenkinson** observed that the train engine was a Rebuilt Patriot or possibly the Rebuilt Jubilee, *Phoenix*, rather than a Rebuilt Scot, as the cab had two windows as opposed to a Scot's single window with a cut-out behind. He also noted what could be a milk tank wagon at the rear of the train, which he'd not seen attached to a Liverpool/Manchester train; milk tanks being more commonly attached to the Glasgow-Birmingham train and to the Mid-Day Scot. Tony later added that the Manchester and Liverpool services from Scotland were routinely powered by locos from Polmadie, Newton Heath and Bank Hall. He didn't think any of these sheds had Rebuilt Patriots allocated, which further fuelled his suspicion this was more likely to be a Birmingham service, though that aspect of the puzzle was to remain unresolved.

Peter Smith settled the location as Hampson Green, looking north, by posting this Google Earth image taken from almost the exact spot that is now crossed by the M6 Junction 33 link road from the A6. The embankments, skyline and topography neatly match.

Wrapping up the discussion, **John Pickup** noted that the train engine was not a Rebuilt Jubilee as the cab was a fixed front window Horwich variety that has a gap between the cab roof edge and the



top of the window. The Rebuilt Jubilees had sliding front windows and there was no such gap. He also suggested that the photo was probably taken no earlier than June 1950 when 45351 was transferred from Edge Hill to Upperby, as the shedplate looks to have a double-digit at the top. Equally, it was unlikely to be after say October 1952, as all the Rebuilt Patriots, except *E. Tootal Broadhurst* where the name would seem too long, had smoke deflectors by December 1952. And also the trees are still in leaf.

The revised catalogue record will read:

**Image:** M00402

**Date:** c1950

**Description:** LMS 5MT 4-6-0 45351 (Upperby) and an unidentified LMS 7P Rebuilt Patriot 4-6-0 double-head an Up express approaching Hampson Lane overbridge, between Galgate and Bay Horse.

**Location:** Galgate, south of

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

<https://maps.nls.uk/geo/explore/#zoom=15.7&lat=53.98301&lon=-2.78318&layers=168&b=1&marker=53.981778,-2.784096>



## Challenge No. 246

*"A 'Black Five' working hard on a partially fitted goods, but where?"*

This photo of a 'Black Five' on a Class 6 goods led us on a merry dance for several weeks before the location was finally resolved. Thoughts on the location initially ranged from the S&C to the Caley main line south of Gretna. **Leslie Gilpin** pointed out the fogman's hut and brazier on the right, and **Derrick Codling** noted that a good deal of coal seemed to have been used from the tender, some going up the chimney as the engine was blowing off while working hard. He also noted the electricity supply line on the left, which **Graham Worsnop** identified as an 11kv to 415v 3-phase transformer and tee-off on an 'H' pole arrangement that could well be the supply to a nearby farm.

As a couple of weeks had passed with no progress, the catalogue information was fed in that the surrounding photos in the numerical sequence were all dated the same day, 10th May 1963, and were all taken on the Waverley route between Galashiels and Tynehead. **Keith Fenwick** added that, if this was the Waverley route, it should be an Up train as the telegraph poles are on the Up side there. There followed a painstaking search of possible Waverley route locations by many contributors but that seemed only to conclude that it wasn't on that line at all.

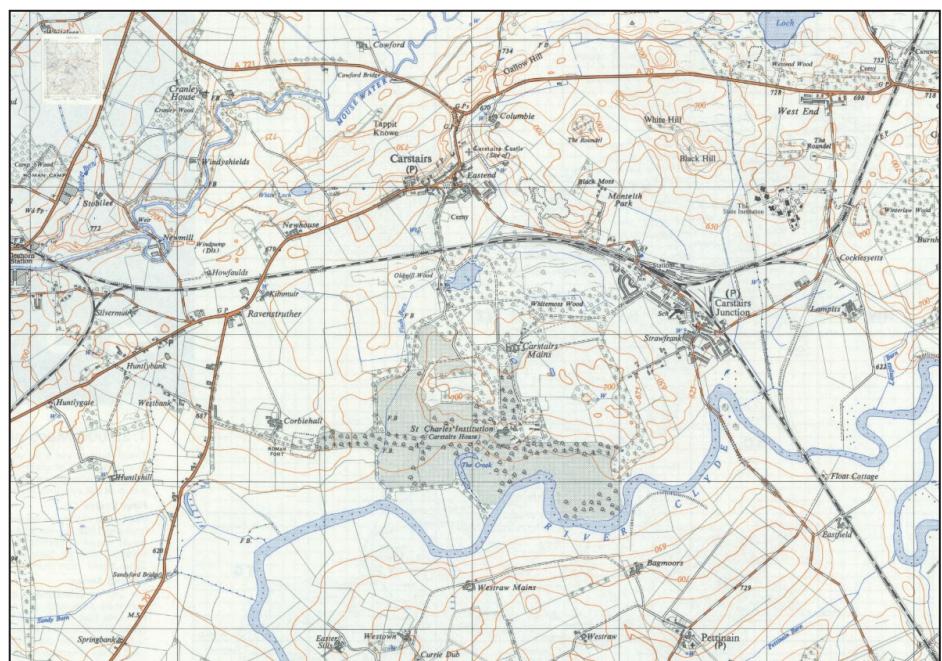
Noting that telegraph poles on the Caley main line were on the Down side, and, as **Tony Jenkinson** had remarked that 45478 was a Polmadie loco at the time, Keith consulted his colleagues in the Caledonian Railway Society, who soon gave us the location for this photo. They suggested it was on the Caley main line at Ravenstruther (pronounced Rinstra) west of Carstairs, taken from the A70 road bridge looking east.

So 45478 would be on a Down freight, and is doubtless working quite hard up the gentle climb to Lanark Junction, close by to the west, having had a standing start from Carstairs. At the time of the photo, 10th May 1963, 45478 was a Polmadie loco, though she became a Carstairs engine a year later.

It's hard to recognise the location today because the field with cattle in the background is now the site of the Cloburn Quarry Railhead, a former coal loading plant. A photo taken from very much the same place, looking in the same direction, in 1988 shows how the landscape would have been completely transformed: <https://www.railscot.co.uk/img/54/702/>

However, the section from the 1:25,000 map in roughly the 1950s (above right) shows there were trees to the south-east about two-thirds of a mile away, and due east closer to the line there is Oldmill Wood, which is on a bit of slightly higher ground, both of which match significant features in the challenge photo.

Keith's colleague commented that the fogman's hut visible in the photo would be protecting Lanark Junction, and the 1949-72 1:10,000 OS map has an SP marked on the Down line just east of the A70 bridge, so



Extract from the OS 1:25,000 map 1956. Reproduced with the permission of the National Library of Scotland.

just out of shot to the right in the challenge photo.

So the Pearsall photos taken on the same day on the Waverley route turned out to be a red herring. But we do know the Pearsalls took a photo at Neidpath, just west of Peebles that day, and the following day they were around Stepps, so they may have used the A70 on the way to wherever they stopped overnight. The bridge over the Caley main line is just the sort of place they may have stopped for an opportunistic photo. They took many photos around Craighill Summit just a few miles further towards Glasgow.

The revised catalogue record will read:

**Image:** PEH913

**Date:** 10th May 1963

**Description:** LMS 5MT 45478 (66A Polmadie) works hard with a Class 6 partially-fitted freight, believed to be a Down freight approaching the A70 road bridge near Ravenstruther, and Lanark Junction, on the main line west of Carstairs. The field with cattle in the background later became the site of the Ravenstruther coal loading plant and then the site of the Cloburn Quarry Railhead.

**Location:** Ravenstruther, west of Carstairs

## Challenge No. 247

*"Two very different trains passing the same place. What jobs are they on, where and when?"*

While the previous challenge took many weeks simply to identify the location, there was a remarkable result from this challenge, which started with no information other than the visible loco identities. We ended up with not just the exact location but a precise date and details of the train workings!

**Howard Quayle** immediately suggested the Class 60 was hauling coal empties on the Furness main line from Padiham Power Station back to Maryport, and the bridge in the photos carried a minor road between the A590 and Pennington village. He added that the Padiham coal trains began on 18 November 1991 and ceased on 31 March 1994. **Keith Fenwick** commented that Google Earth showed the garage and pylons still to be there and **Peter Smith** pinpointed the working as 6C05, the 1315 Padiham-Workington. **Howard Quayle** immediately suggested the Class 60 was hauling coal empties on the Furness main line from Padiham Power Station back to Maryport, and the bridge in the photos carried a minor road between the A590 and Pennington village. He added that the Padiham coal trains began on 18 November 1991 and ceased on 31 March 1994. **Keith Fenwick** commented that Google Earth showed the garage and pylons still to be there and **Peter Smith** pinpointed the working as 6C05, the 1315 Padiham-Workington SS empties.

**Eliot Andersen** meanwhile had his thoughts focused on 48151 and the Furness Flyer, which ran in all three summers, 1991-3. By a process of elimination he homed in on dates when the Furness Flyer and 6C05 would both be running, and unearthed a photo of 6C05 crossing the Leven Viaduct behind 60066 on the morning of 6th June 1992 with a train that looks identical to the one in the challenge photo.

Peter Smith confirmed Eliot's conclusion based on Bill Sharman's book *Mainline Steam* which quotes the Furness Flyer in 1992 running on 6th and 7th June and each Sunday in August, so 2nd, 9th, 16th, 23rd and 30th. Of those, only 6th June was a Saturday when 6C05 would have run.

The revised catalogue records will read:

**Image:** WOR80537/8

**Date:** 6th June 1992

**Date Logic:** 60066 into service 22/8/91. Specific date of image 80537 from other dated photos of the same train, a date on which the Furness Flyer in 80538 was also running hauled by 48151.

**Description 80537 image:** BR Brush Class 60 diesel 60066 *John Logie Baird* climbs through Pennington cutting beneath Rowe Head bridge on Lindal bank with 6C05, the 1315 Padiham-Workington SS empties.

**Description 80538 image:** Preserved LMS 8F 2-8-0 48151 climbs through Pennington cutting beneath Rowe Head bridge on Lindal bank with a Down Furness Flyer Carnforth-Barrow shuttle.

**Location:** Lindal Bank

The photographer is thought to have been standing around here looking north-north-east: <https://maps.nls.uk/geo/explore/#zoom=14.9&lat=54.18616&lon=-3.13427&layers=173&b=1&o=10&marker=54.184024,-3.129455>



247a



247b



248

## Challenge No. 248

*"Looks like another mishap! Where might this be and what's the unlucky loco?"*

**Howard Quayle** suggested, based on the motor vehicles in the photo and their condition, that the date was perhaps between 1961 and 1963. When **Rory Wilson** deciphered the name 'Clugston', a Scunthorpe-based contractor, written on a shed in the distance, the discussion

wandered off to a review of the activities of 'Cluggies', as they were sometimes known.

Then in stepped **David Varley** who had identified the event as the derailment of Ivatt 4MT 2-6-0 43074 at Marley Junction, between Keighley and Bingley, on 6th September 1964. He referred to an album entitled 'Some Accident Scenes Facing the Breakdown Gangs' in the photo gallery on The Breakdown Crane

Association website <http://www.bdca.org.uk/> that gives all the details and 21 photographs!

From this post we learnt that 43074 derailed while running in the Down direction on the Up Slow line from Bingley, approaching Marley Junction, and encountering catch points protecting the Up Slow to Up Fast crossover. The accident probably happened during the Sunday engineering possession on 6th September, and recovery was on 13th September.

**Neil Smith** had pointed out that the loco tender had a recess where a tablet catcher could be fitted. At the time, 43074 was allocated to nearby Manningham shed,

but its previous sheds were Darlington, Middlesbrough and Normanton. Checking the Irwell Press's *The Book of the Ivatt 4MTs*, 43074 wasn't built with a tablet catcher tender, and didn't have one when photographed in September 1961, so the tender must have been swapped. Perhaps this happened when 43074 spent three months for some reason having an Unscheduled Repair in Swindon Works between mid-April and the end of July 1964. Three weeks in Darlington seems to have sorted out the damage done at Marley Junction and 43074 continued in service until June 1966.

The revised catalogue record will read:

**Image:** KNL051

**Date:** September 1964 (6th-13th)

**Description:** LMS Ivatt 4MT 2-6-0 43074 (55F Manningham) lies derailed and on one side after running in the Down direction on the Up Slow line from Bingley, approaching Marley Junction, and encountering catch points protecting the Up Slow to Up Fast crossover. The accident probably happened during Sunday engineering possession on 6th September, and recovery was on 13th September.

**Location:** Marley Junction

The photograph was taken, probably while passing on the Up Fast line, from about here, looking east: <https://maps.nls.uk/geo/explore/#zoom=17.5&lat=53.86340&lon=-1.86388&layers=168&b=1&marker=53.863353,-1.863125>

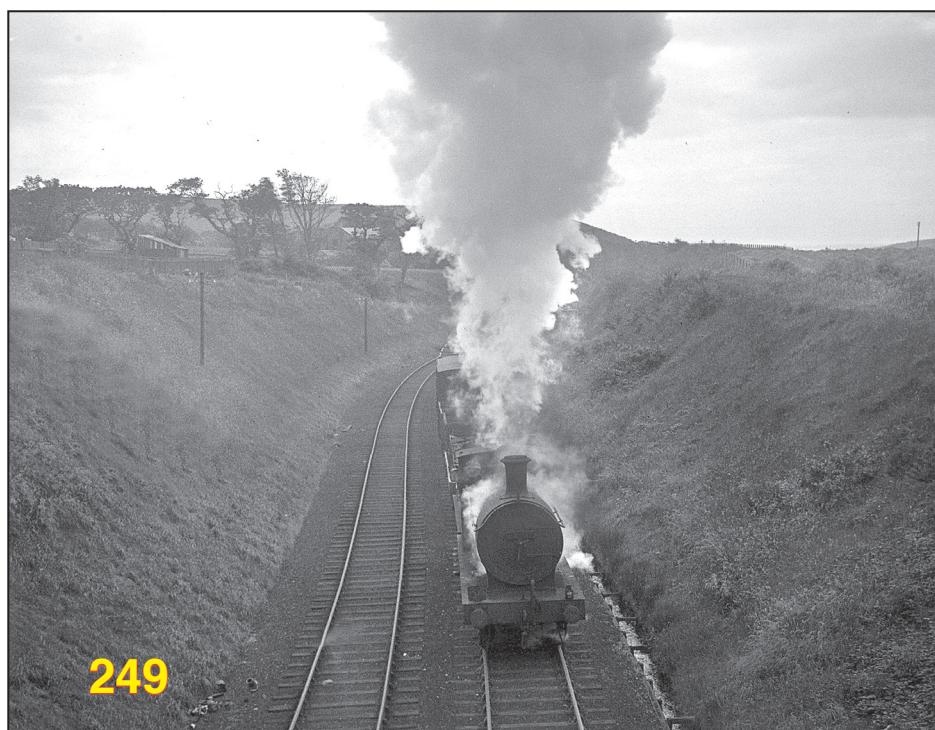
## Challenge No. 249

*"What's this hard working loco, and where is she?"*

**Tony Jenkinson** kicked things off commenting that the loco looked like a Pettigrew ex-FR 0-6-0 with round-topped firebox. **Howard Quayle's** first thoughts were that the ex-FR loco is on the steep climb from Mirehouse to Moor Row, on the former Whitehaven, Cleator, & Egremont Railway. He pointed out that much of this double track and curved section of line was in cutting, and the image was taken from an overbridge.

**Eliot Andersen** suggested it was the Beehive Bridge at Scalegill, with the loco climbing to Moor Row. He spent much of his formative years up and down the trackbed from Mirehouse Junction to Low Hall with his grandfather looking at tractors at the farm. Eliot suggested that the hillside running left to centre would be above Linethwaite, and the one to the right is the brow overlooking St Bees School carrying the Whitehaven road.

**Neil Smith** agreed that, despite there being much tree growth now, the skyline in the background did seem to fit perfectly. Then **Peter Atkinson** who lived locally went down to Scalegill and posted photographs and maps confirming that the challenge photo was indeed taken from Beehive Bridge.



Above: Beehive Bridge looking south-east. The former Beehive Inn is the white building left of centre.

Right: View south-west from Beehive Bridge, along the line of the challenge photo.



**Stephen Leece** then wrapped everything up by posting the photo (right) he took, probably in September 1980, showing a Class 25 diesel propelling a brake van up the incline towards Moor Row with Beehive Bridge and Scalegill behind. This would have been one of the last ore workings on the line.

The revised catalogue record will read:

**Image:** PA0579

**Date:** c1935

**Description:** An unidentified LMS ex-FR 0-6-0 climbs towards Moor Row approaching Beehive Bridge on the line from Mirehouse Junction with a Class K trip goods.

**Location:** Moor Row, west of

The photograph was taken from about here, looking south-west: <https://maps.nls.uk/geo/explore/#zoom=18.0&lat=54.51437&lon=-3.54884&layers=168&b=1&marker=54.514585,-3.548389>



### Challenge No. 250

*“Two shots during snow clearance. Where are they taken?”*

**Tony Jenkinson**, while confessing that he had no idea about the location, advised that at nationalisation 4315 was allocated to Kingmoor, and suggested this might be the harsh winter of 1947.

A Facebook contributor added that the second loco looked to be an LNWR 0-6-0, possibly a ‘Cauliflower’, which perhaps suggested this was somewhere on the Penrith to Workington line.

A fellow Facebook contributor then made the breakthrough suggestion. He’d studied these photos on many an occasion on the CRA Zenfolio site where the caption reads, “LMS 4F 0-6-0 4315 with snow plough - after clearing drifts to reopen line near Keswick(?). Photo by E K Johnston, s’man, Keswick, 19470414”. However, he’d never managed to find a matching location near Keswick and wondered if this was perhaps the Threlkeld station area, with Setmabanning farm in the background of the first photo?

**Peter Holmes** and **Derrick Codling**, looking at maps, agreed this could indeed be the answer, Derrick commenting that the buildings on the first photo appear to match the map along with the trees and the shallow embankment adjacent to the loco.

It’s not an easy match, especially given the snow, but there are few locations on the Cockermouth, Keswick & Penrith with four parallel tracks as here. The angles of the buildings at Setmabanning do match, as do the clump of trees and the hillside in the distance. And the road on the south side of the line east of the station would give a suitably elevated position.

While people pondered the possibilities, **James Ingrams** from the Keswick Railway Group supplied the wonderful version (overleaf) of the first photo with just a touch of colour!





Our best estimates of the camera positions for the two photos are as follows, both looking north-west:

For M10370 of the 4F alone, with Setmabanning in the background:

<https://maps.nls.uk/geo/explore/#zoom=17.5&lat=54.61265&lon=-3.05373&layers=16&b=1&marker=54.612206,-3.050441>

and for M10371, it seems to be a little further west with the 4F on the crossing of the crossover between Up and Down lines. So Setmabanning is out of shot to the right: <https://maps.nls.uk/geo/explore/#zoom=18.4&lat=54.61232&lon=-3.05243&layers=16&b=1&marker=54.611960,-3.051335>

The revised catalogue records will read:

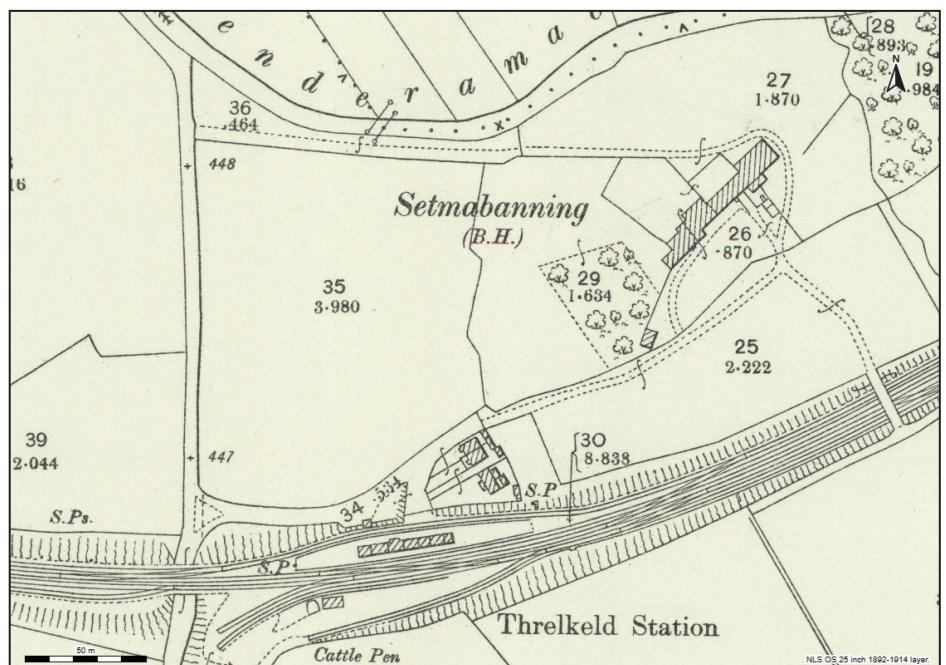
**Images:** M10370, M10371

**Date:** 19470414

**Description image M10370:** LMS 4F 0-6-0 4315 fitted with a snow plough moves east light engine after clearing drifts to reopen the line. Photo by E K Johnston, signalman, Keswick.

**Description image M10371:** LMS 4F 0-6-0 4315 fitted with a snow plough, with what appears to be an LNWR 0-6-0 behind, heads east light engine after clearing drifts to reopen the line. Photo by E K Johnston, signalman, Keswick.

**Location:** near Threlkeld station.



Extract from the OS 25 inch map 1892-1914. Reproduced with the permission of the National Library of Scotland.