

The 'Lockdown' Daily Challenge

Challenge Images No. 3 — Numbers 31 to 45

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. 31

"Excursion train pauses for passenger enjoyment."

First to respond was **Tony Jenkinson**, who suggested that the train was stood in the loop on the Up side at Ravenglass, it also looked as if the loco was carrying shed plate '11B', which up until April 1958 was allocated to Barrow and then Workington. Tony also noticed that two of the coaches in the train appeared to be articulated 'twins' with each set including a guard's brake compartment.

Howard Quayle, confirming it was Ravenglass, wondered if it was an excursion train as it was running under a class 2 headcode, however he questioned this, as they would normally have ran as

a Class 1. **Ron Herbert** advised that he had a photo of a train in the same location taken in June 1962 with the loco displaying '2Z41'. On checking the Four-Position Train Identification system commencing 12th June 1961 on the LMR it shows 'T' Passenger, 'Z' Passenger and Freight, with both entries local to LMR.

In addition to the train, **Howard Quayle** noticed the car which was stood next to the locomotive and thought that this could provide a clue on the date. The car is an MG Magnette ZB "Varitone" and appeared to be painted in standard BMC colour scheme of Ivory over Black. The scheme was available ex-works between October 1956 and October 1958.

Graham Worsnop advised that the photo was from the Stan Buck collection

(SBF07) taken at Ravenglass station of LMS 4F 0-6-0 44481 standing in the Up Loop with excursion W859. The train comprise of two LNER twin articulated vehicles at the rear of the train, near the signalbox, taken in August 1959. With the loco's identity known, **Tony Jenkinson** added that loco 44481 was allocated to Walton on the Hill between 1950 and 1963, however, as the loco number was difficult to discern, loco 44461 was allocated to Workington between 1954 and 1964, so that could have been the loco in the photo.



Daily Challenge No. 32

"Summer service train."

John Dickie guessed the location as Ravenglass, but wasn't sure of the working or when the photo was taken. John couldn't tell if the train was hauled by a steam loco or a MetroVick, adding if it was the latter, that would date the photo between Spring 1962 and Spring 1966.

Keith Fenwick commented on the coaches at the rear of the train, as these were ex-Coronation Scot and formed by a BFK and FK twin, and were one of the three sets which were authorised in 1939/1940. Keith advised that the non-standard configuration of the coaches meant it was difficult to use them on ordinary services. The KF + RTO twin never did see any use and was scrapped in 1952, with the other coaches surviving into the 1960s. The BFK + FK twins were withdrawn in 1965. Keith added that they must have been very comfortable coaches for an excursion train as they would only have four seats per compartment. Each pair of coaches could hold 40 passengers and had three lavatories. The sets were used from 1947 on residential expresses between Blackpool and Liverpool and also Southport and Manchester. Both **Derrick Codling** and **Ron Herbert** recalled that the sets were used on the Manchester to Blackpool and Southport club trains during the week in the early 1960s and on Saturdays they were often used on railtours.

Howard Quayle advised that Ravenglass box closed on 7th February 1965, noting that the signals were in the 'off' position with no-one on the Up Platform, which could indicate that the box was 'locked out' pending eventual closure. Howard also noted that there was no sign of any steam at the front of the train, so it could have been hauled by a MetroVick as John had wondered, which would date the photo between Spring 1962 and Summer 1964. The Summer 1964 LMR Timetable showed the 8.25am Carnforth to Workington Main calling at Ravenglass at 10.40am and the 10.1am Carnforth to Workington calling there at 12.19am and wondered if the latter was the train in the photo.

Graham Worsnop advised that the photo was by Stan Buck (SBF014) taken at Ravenglass station looking north with LMS artic SO/BSO twin M56505/M56505 at the rear of a down passenger train in June 1963.

Daily Challenge No. 33

"An unknown Patriot next to well-known structures."

John Dickie suggested the photo could have been taken in winter or very early Spring with a date of around 1960, adding it was just south of Sellafield. **Howard Quayle** noted that the loco, No.45510, was displaying a '24x' shed code so was allocated to either Accrington or Rose Grove, adding that the loco was withdrawn in August 1962. Howard wondered if the train could have been the 3.12pm



Workington Main to Liverpool Exchange, which he recalled always ran with a class 2 headcode, even though it was a long-distance service. However, **Noel Machell** noted that the loco was carrying a Carnforth shed plate where it had been allocated between September 1959 and September 1960, and suggested that the photo was taken during that 12 month period, with the train possibly being the 5.00pm or the 6.27pm Workington to Euston services.

Graham Worsnop confirmed that the Stan Buck photo (SBF032) was taken in August 1959 of LMS 6P Patriot 4-6-0 No.45510 on an Up Passenger at Sellafield works. Graham did add that the photo was actually taken alongside Seascale Golf Course close to where Bridge 164 was, which had since been filled in.

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of the north west?

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Daily Challenge No. 34

"It's that railtour again!"

John Dickie was first to respond advising that the date of the photo was September 1954 and taken at Moor Row with the photographer standing in front of No.2 signalbox, as the steps were casting a shadow in the foreground. **Ron Herbert** confirmed that the photo was taken on 5th September 1954 and the train was the SLS/MLS West Cumberland Railtour running as W699.

Graham Worsnop confirmed that the photo was by Stan Buck (SBF066) taken at Moor Row with FR 0-6-0 BR No.52501 running round the SLS/MLS West Cumberland railtour W699 with a 20-ton brakevan in the background, dated 5th September 1954.



W699 SLS/MLS West Cumberland Railtour Sunday September 5th 1954, 1/20pm Sellafield to Workington Main via Moor Row and Rowrah returned as 4/25pm Workington Main to Whitehaven Corkickle via Workington Central and Distington. Former Furness Railway 0-6-0 BR 52501 stands at Workington Central on the return journey. Ron Herbert



Daily Challenge No. 35

"High-speed super-elevation on this track - or - Oops!"

Nick Stanbra suggested that the NCB were pioneering tilting train technology! **Howard Quayle** confirmed that the location was Ladysmith Washery in Whitehaven, putting a date on the photo of around 1973 as the last load of coal was brought up to Ladysmith on 14th March 1975. **Peter Holmes** confirmed that it was Ladysmith and that the Barclay loco was either No.4 'Allerdale' (AB2271 of 1949) which was scrapped in 1972, or 'Shotley Park' (AB1408 of 1915) which was scrapped in 1965. However, the general air of neglect in the photo made Peter think that the photo was probably taken nearer to 1970, which would suggest that the loco was No.4.

Graham Worsnop confirmed that the photo was of NCB 0-4-0ST No.4 taken at Whitehaven Ladysmith Washery on 24th April 1968 by Stan Buck (SBF112A).

Daily Challenge No. 36

"Many sights not to be seen these days."

Derrick Codling responded to say that the caption was correct as there weren't many Super Ds about these days, even less on Freight and it was quite a while since he saw one heading off the Windermere line at Oxenholme! **Richard Maund** added that there weren't as many enthusiasts in gabardine macs either.

Tony Jenkinson responded to say that the photograph must have been taken before Spring 1958, as shedcode 10C was allocated to Patricroft until February 1958 and wasn't used again until September 1963 when it was used for Fleetwood, adding that ex-LNWR 0-8-0s weren't associated with Fleetwood depot and they had stopped working in the North West by 1963. Tony also recalls the gabardine coats, men carrying briefcases and smoking pipes!

Graham Worsnop confirmed that the photo was of LNWR G2 0-8-0 48926 working an Up Goods off the Windermere branch at Oxenholme in July 1957, taken by Stan Buck (SBW031).



Daily Challenge No. 37

"The bridge was raised some 15 years later."

John Pickup recalled spending many an hour looking over the fence watching the trains at Penrith. John thought the photo was taken between the mid-1950s and early-1960s on a Glasgow Fair Saturday, adding that he and his friends would make a small fortune collecting up the bottles which had been discarded by the passengers who stopped there for a break, as they would then reclaim the deposits from local shops at 3d a bottle! John did wonder whether the train in the photo was calling at Penrith and therefore could have been the Perth to Euston service which was booked to call at around 1.30pm.

Gwyn Jones asked where the 'dolly' signal (shown next to the loco) read to. **Mike Norris** answered the question stating that the 'dolly' was for a setting back move through a crossover onto the Down line, which, on 17th January 1965 was relayed 70 yards further north, and subsequently removed altogether on 28th April 1968. Mike also mentioned that the short trailing siding just beyond the 'dolly' leading up to the signalbox was removed on the same day in January 1965 when the crossover was re-sited and would have originally been used for attaching tail traffic to trains. **Ken Harper** added that the short siding was the 'Tar Tank Siding' which was used by the local gas works who sent a tanker every so often to discharge tar into a rail tank. The siding was also used as a loading dock for road vehicles and was last used for the delivery of a brand new Cumberland County Council diesel roller in 1965. Ken also mentioned that the bridge, which leads into Castletown from the town, was raised in 1972 ready for the installation of overhead line equipment and the box closed in March 1973, when Carlisle PSB



took over signalling control.

Graham Worsnop confirmed that this was another Stan Buck photo (SBW120) of LMS 8P Princess 4-6-2 No. 46206 on an Up Passenger service at Penrith passing No. 3 box in July 1957.



The driver looks back for the right-away from Penrith for BR Britannia Class 7P 4-6-0 No. 70024, formerly "Vulcan", to begin the last leg of the journey to Carlisle, with the 10.35am express from Euston. Monday 13th September 1965. John Pickup

LMS 8P Coronation 4-6-2 No. 46228 heads south through Penrith with a Glasgow to Euston passenger service in September 1961. Castletown bridge was raised in 1972 ready for the installation of the overhead line equipment. Edwin Cowper (COWP133C).



Daily Challenge No. 38

"Passing workhorses."

John Dickie wondered whether the photo was taken at Millom and noticed the apparent damage to the smokebox door on loco 52510. **Derrick Codling** thought that 52510 had always been allocated in the Cumberland or Furness area, but wondered if the Fowler 4F was one of the locos which had been allocated to the Settle & Carlisle line or Carnforth as they were often used on the large snow plough duties. He also noticed the '99' plate displayed on the front of the loco. **John Pickup** confirmed that the tender on the 4F was one which had been fitted with a sliding cover for snowplough duties, adding that there were a couple of locos at Hellifield (44149 and 44276) as well as 44510 at Carnforth which were also fitted with the covers in the mid-1950s. John noted that it looked as if the cover had been taken off the loco, which was often the case during the summer months as they got in the way when coaling.

Ron Herbert confirmed that the Barrow Trip Working book for 21st September

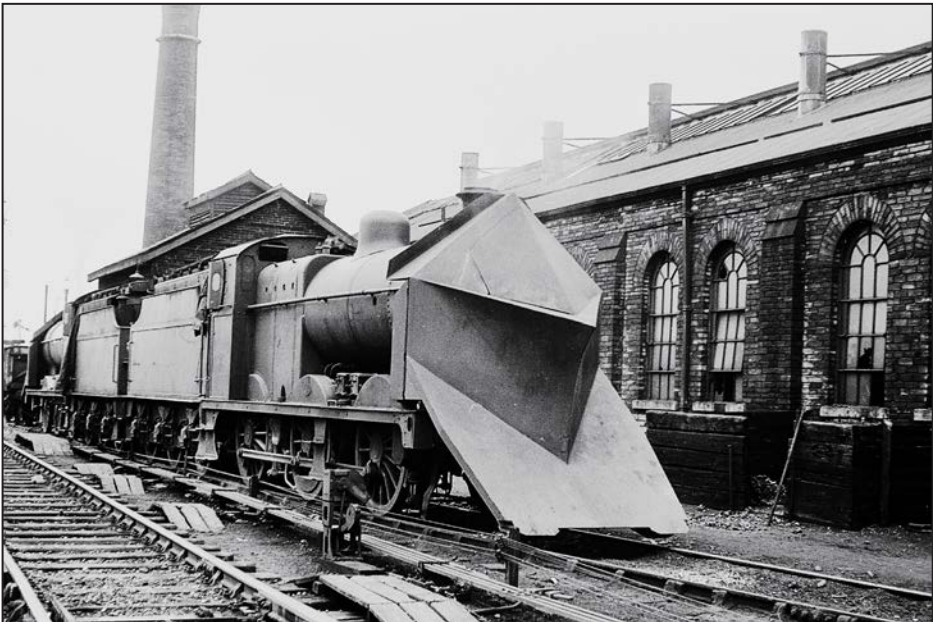


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1953 UFN showed Target 94 to 104 workings as being Spare. However, the WTT for 13th June to 18th September 1955 and the one for the following summer both showed Target 97 as the 9.30am SX Millom to Egremont, suggesting that this was the same working but the photograph had been taken a few years earlier.

Graham Worsnop confirmed that the photo was a Shillcock image (SHI193) taken at Millom with FR 0-6-0 BR No.52510 on a Down Moor Row Goods (Target 99) passing a LMS 4F 0-6-0 on an Up Goods around 1950.

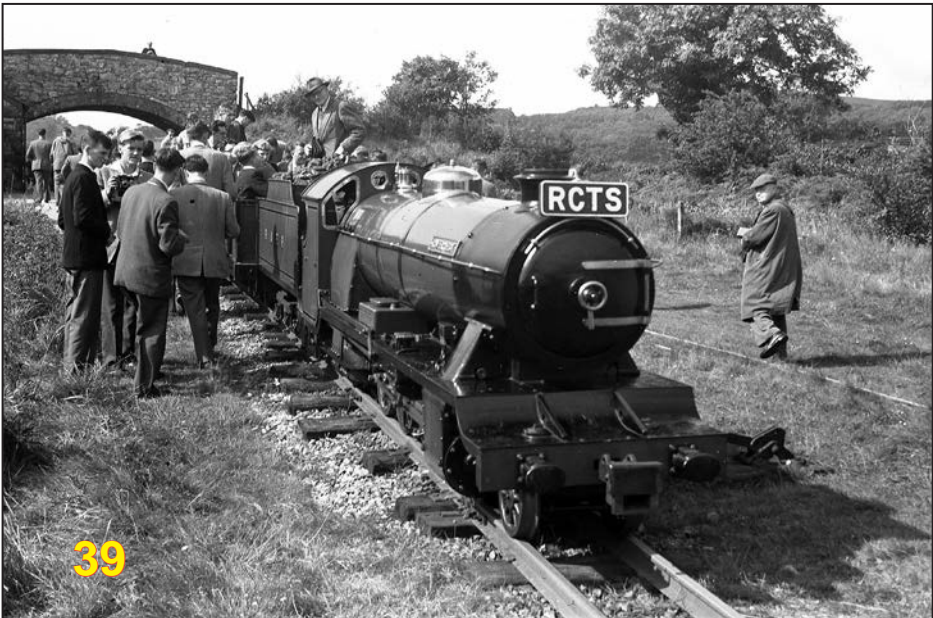
Taken at Hellifield MPD, Fowler 4F's No. 44276 and 44149, fitted with sliding covers for snowplough duties complete with ploughs and tender covers, stand outside the shed during the big freeze winter, on 12th March 1963. Ron Herbert.



Daily Challenge No. 39

“Well, shall we buy it then?”

Derrick Codling noticed the attire of the people in the photograph, commenting that there were no ‘anoraks’ in sight, but others may presume the opposite! **Howard Quayle** confirmed that the photo was of the RCTS Cumbrian Railtour which ran on Sunday 4th September 1960. The tour had started at Leeds City behind MR Compound No. 1000 running to Carnforth East Junction where un-rebuilt Patriot No. 45503 took over for the run to Workington, with the train calling at Ravenglass which allowed passengers to visit the R&ER, where the photo was taken. At Workington Class 2MT Nos. 46456 & 46442 worked the train to Penrith via Keswick, before No.1000 worked the train back to Leeds via Upperby, Durrant Hill and Ais Gill. **Richard Maund** remembered the tour well providing a scan of the itinerary and advised that it was his first, and only time over the direct curve at Carnforth.



The auction for the sale of the line was three days later on the 7th at 3pm, so this may have been a ‘just in case’ swansong trip by the RCTS.

Graham Worsnop advised that the photo was by Shreeve (SHR033) at Irton Road station of RER 2-8-2 ‘River Esk’ on the Cumbrian Rail Tour special dated 4th September 1960. Graham asked whether anyone else has more information on Shreeve and who was he/she?

SCHEDULE			
Mileage M. Ch.		Mileage M. Ch.	
0.0 LEEDS CITY NORTH	dep. 9:37	113.63 RAVENGLASS	dep. 2:31
10.38 Skipton Junction	pass 9:55	119.56 Salfield	pass 2:44
26.14 SKIPTON	arr. 10:15	126.01 St. Bees	— 2:57
39.35 Settle Junction	dep. 10:18	128.20 Carlisle	— 3:12
46.75 Clapham	pass 10:42	137.22 Workington	arr. 3:30
63.53 Carnforth East	— 10:54	—	dep. 3:58
—	arr. 11:16	143.68 Brigham	pass 5:52
—	dep. 11:24	151.24 Bunsenwhistle Lake	— 6:10
72.65 Grange-over-Sands	pass 11:35	158.52 Keswick	— 6:25
82.32 Ulverston	— 11:47	162.07 Threlkeld	— 6:36
87.62 Dutton Junction	— 11:58	169.15 Penrith	— 6:53
—	—	176.66 Penrith	dep. 6:56
98.68 Park South	pass 12:05	Carlisle No. 15	pass 5:55
100.65 Millom	arr. 12:28	Carlisle No. 12	— 5:59
109.17 Beale	dep. 12:35	Carlisle No. 1	— 5:46
113.63 RAVENGLASS	pass 12:42	Durrant Hill Sidings	— 5:50
—	arr. 12:50	Larby	— 6:15
RAVENGLASS	dep. 1:00	229.25 Appleby West	— 6:59
DALEGARTH	arr. 1:35	241.74 Appleby	— 7:23
—	—	Blue Moor	— 7:38
DALEGARTH	dep. 1:45	267.09 Settle Junction	— 7:54
RAVENGLASS	arr. 2:25	280.30 SKIPTON	arr. 8:16
—	—	306.44 LEEDS CITY NORTH	dep. 8:20
—	—	—	arr. 9:02

The Tour has been devised by the West Riding Branch of the Society, and the map has been drawn by Mr. L. V. Reason. The Organizers wish to express their appreciation of the co-operation received in the planning of this Tour from British Railways, North Eastern and Midland London Regions, and from the Ravenglass & Easington Railway.

The illustration reproduced on the cover of this itinerary is from Mr. R. J. Bullock's photograph P.R. Compound 4-4-0 No. 1000 on first ever train after restoration, leaving Darby, 13th August, 1958.

All communications regarding this Tour should be sent to Mr. W. Rosencroft, 18, Greenhill Avenue, Bolton, Shropshire, Yorkshire, from whom additional copies of this itinerary may be obtained, price 2/6d.

Printed by A. Tames Ltd., Bedford Street, Loughborough Spa.

THE
RAILWAY CORRESPONDENCE AND
TRAVEL SOCIETY

ITINERARY
of the
CUMBRIAN RAIL TOUR

LEEDS CITY NORTH - SKIPTON - CARNFORTH EAST - MILLOM
RAVENGLASS - DALEGARTH - WORKINGTON - PENRITH
CARLISLE - SKIPTON - LEEDS CITY NORTH

Sunday, 4th September, 1960

Itinerary of the RCTS Cumbrian Rail Tour. Richard Maund.

Daily Challenge No. 40

"This isn't the DRS DBSO, and you're now at the meat counter!"

Alan Thompson confirmed the location as Windermere which had now become Booths supermarket store. Having checked the May 1976 – May 1977 Passenger Timetable, **Howard Quayle**, noting the photograph showed '6-76' at the top and the time on the station clock, suggested that the train was the 15.42 Oxenholme to Windermere, which was booked to call at Kendal 15.46 – 15.56 for school children to join from the Grammar school in the town. The return working was the 16.55 Windermere to Oxenholme. Howard also wondered if the BRCW unit had been added to provide additional accommodation on the train, as it looked as if there was a class 108 unit attached to the rear.

Tony Jenkinson advised that the line was 'singled' in May 1973 and it would be around 1980 when the station building was sold for the development of Booth's supermarket. Tony also recalled that the glass in the roof had been removed around 1967. **Ken Harper** confirmed the dates regarding the development of Booths supermarket. Having taken over the responsibility for Oxenholme and Windermere following the demise of the Lancaster Area Manager's area on 24th April 1983, Ken attended many meetings regarding the sale of the station, the first being on 29th April of that year in Ladywell House at Preston. On Sunday 23rd October 1983, the stop block was moved 105 yards out of the station and on Sunday 13th November the staff, and he thinks the equipment, were moved into 'temporary'



Portakabins on the open platform to allow Booths to complete the purchase. Ken recalls that after many meetings, finance was eventually obtained and new, but very small buildings were built allowing staff to move into them on Sunday 30th March 1986, some two and half years after moving out of the old station. Ken had been involved all along with the plans for the new station, road traffic arrangements and the new station officially opened on 17th April 1986.

Graham Worsnop confirmed that the photo was taken by Skelsey (SKE063C) at Windermere station of BR class 104 DMU in June 1976.

Daily Challenge No. 41

"They only serve who stand and wait."

Derrick Codling wondered whether the photo was taken on a sunny summer morning, with the person looking through the window of the other train perhaps being on holiday, whilst Derrick thought the long siding was a give-away, the position of the sun was confusing him. **Peter Bacon** and **Les Gilpin** both suggested St Bees as the location, with Peter wondering whether this was the 10.53 Workington to London Euston as it was booked to cross the 08.25 Carnforth to Workington there, adding that a Royal Scot wasn't unusual on this working, but he thought the Up working would have been a Class 1 working rather than a Class 2. Les wondered if the London train would have been a Class 2 around the coast to Barrow. Peter confirmed that the Summer 1964 WTT showed the 10.53 departure as 1P42 (FSX) throughout. However, the 1956/57 Winter WTT showed the train as a Class B from origin and changing to a Class A at Barrow. **Steve Leece** recalls sitting on the bank behind Harrington signalbox in 1959 seeing 46105 'Cameron Highlander', which was a rarity along the coast, as it was allocated to 66A, so presumed it had been ex-Works and was being 'run in' on this turn.



Graham Worsnop confirmed the photo, taken by Stuart Withnall (STW015) was at St Bees of LMS 7P rebuilt Scot 4-6-0, as No.46155 restarts an Up Passenger in the 1950s. **Allan Beck** confirmed that the signals in the photo (on the tubular post) were No.6 (Up Main Starting) and elevated Ground Signal No.18 (Up Main

to Up Siding), both signals are still there today but the Up Siding on the right has now been replaced by the station car park.

Daily Challenge No. 42

"The Campbells aren't a'coming."

Gwyn Jones was first to respond confirming the location as Carlisle City Walls between Caldew Junction and Carlisle station. **Tony Jenkinson** suggested that the photo of 72006 was probably taken in August or September 1964 as the locomotive had the (incorrectly applied) cab side yellow stripe, which indicated that it was prohibited from working under AC overhead line equipment south of Crewe, which came into force in September 1964 due to the height of the loco. Tony noticed that the nameplates were still fitted and thought that these would have been removed in early Spring 1965, so limiting the timeframe the photo was taken. Tony added that he thought the loco could have been running light into the station to work 1S51 09.25 Crewe to Perth or 1S63 10.10 London Euston to Glasgow, or possibly a parcels train.

Graham Worsnop confirmed that this photo was one of Martin Tordoff's (TOR0009C) taken at Carlisle Caldew Bridge of BR 6MT Clan 4-6-2 No.72006 running tender first to the station on 22nd August 1964.

Daily Challenge No. 43

"Waiting to head back across the Pennines."

Derrick Codling was first to respond stating that this was No.45565 'Victoria' stood in Platform 1 at Morecambe Promenade, which in those days was non-electrified. Derrick explained that the track in Platform 1 originally had metal overhead line structures when the Midland Railway

had electrified the lines to Heysham and Lancaster. Derrick also advised that 45565 would have been turned on the turntable adjacent to the carriage sidings after arrival, and noted that it must have been a busy day as there was coaching stock stabled on the goods line, and these sidings were mainly used to run-round freight trains operating to and from Heysham Harbour and Middleton sidings.

John Pickup advised that the loco had moved to Low Moor (56F) in June 1962 and stayed there until it was withdrawn in June 1968, apart from a few months in early 1965 when it was allocated to Wakefield. John also noted that the loco hadn't had its 'yellow stripe' applied when the photo was

taken, so the date of the photo could be 1962-1964. He also added that Low Moor 'Jubilees' were normally used on excursion trains which originated from Bradford Exchange or the L&Y area south of there, to the Lancashire resorts and would run via Copy Pit. **Tony Jenkinson** added that 'Victoria' had been a Holbeck loco for a long time and it had transferred to Low Moor with 'Bellerophon', which were the only two Jubilees the depot had, although Low Moor did get five Holbeck 'Royal Scot' class engines in Autumn 1961 this was short-lived as three transferred back to Mirfield in January 1962 and the remaining two were transferred back to Holbeck in the summer.



Graham Worsnop confirmed that the photo was taken by Martin Tordoff (TOR0513) of Stanier Jubilee 4-6-0 45565 'Victoria' at Morecambe Promenade station with a return excursion to Cleckheaton on 18th May 1964.

Daily Challenge No. 44 *"Does it take two to deliver the CRA newsletter or is one pushing a dead 'disease'?"*

Derrick Codling, **Gwyn Jones** and **John Pickup** all guessed Lancaster Castle, but the challenge was more about what the Metrovick was doing on the train. With the 'dolly' signal off, John wondered whether the diesel was being detached allowing the Black 5 to take the rest of the train north to Windermere or Carlisle. **Andrew Naylor** wondered whether the Metrovick had failed and 44729 was about to push the loco off the train and onto the Quay branch (as the sub signal was off) to clear the main line.

Howard Quayle suggested that the photo was taken post-1962 as this was when the Metrovicks were allocated to Barrow. Looking at his copy of the Summer 1964 LMR Passenger Timetable, Howard noted that the Lakes Express was shown to leave Euston at 11.20am and arrive into Lancaster at 4.35pm, where the train would divide, the Windermere and Workington (via Penrith) portions were shown to depart at 4.40pm and the Whitehaven (via Barrow) portion departing at 4.45pm. Howard also noticed the Ivatt 2MT 2-6-0 sitting at the end of Platform 2. **Geoff Holme** had also been looking at timetables for the 15th June to 6th September 1964 and noted that the WTT showed the working arrangements for the Lakes Express on weekdays as the train running via Barrow to Workington



despite a local train (2L92) running just ahead of it departing Lancaster at 4.34pm. Until 26th June and from 31st August the Lakes Express then followed 2L92 leaving Lancaster at 4.49pm, however, from 29th June to 28th August the train ran via Penrith as 1L27 leaving Lancaster at 4.43pm, with a note showing 'limited load to Shap Summit'. On 'Saturdays only' the train was shown to depart Euston 20 minutes later at 11.40am, again splitting at Lancaster from 29th June to 28th August only with same reporting numbers and departure time as the weekdays to Workington - 1L27 (via Penrith) and 1L28 (via Barrow). The train is only shown running until 29th June via Penrith going forward from Penrith as 2L58 at 6.20pm.

Ken Harper recalled that the 'big' engine normally took the train forward to Penrith, then ran light to Upperby, so this could have been an 'out of course' positioning move for the Crossley from Preston, to save a 'block' perhaps, or as it has been suggested already, a failure of the locomotive. In the last year of the Lakes Express operation, Ken advised us that 1L27 ran through to Workington via Penrith as a Class 1, as shown in his Penrith No.1 Train Register Book.

Graham Worsnop advised that the photo was by Martin Tordoff (TOR0669) taken at Lancaster of an unidentified Class 28 Metrovick and Stanier 5MT 4-6-0 No. 44729 double heading the down Lakes Express, dated 17th August 1964.

Daily Challenge No. 45

"I can do it, I can do it."

Mike Norris was first to respond with "I'll give it a try! Come on Thomas, you can do it!" **Mike Faulkner** on Facebook added "I think I can, I think I can, I think I can!" **Derrick Codling** wondered what the destinations of the contents of the first vehicle would have been and perhaps they were periodicals or catalogues from Brian Mills, Kay's, John Moores with codes on them such as 64 and 66.

A couple of members identified the location as Penrith looking north. **Keith Fenwick** wondered whether the 2-6-0 had worked the Lakes Express over from Workington and had been coupled to the Jubilee instead of running light to Carlisle and also pointed out that the position of the sun suggested it was a morning shot. **Tony Jenkinson** had been in his Time Machine again visiting the summer of 1964. The WTT for the summer showed the loco which had worked 'The Lakes Express' from Workington (arriving at 10.42hrs) then went light to Upperby at 11.12hrs, during the week. On a Saturday in the high Summer, there was a 10.25hrs light engine from Penrith to Upperby which had worked 1K76 08.22 Workington to Penrith (which continued onto Manchester and Crewe) and wondered whether the loco would



have remained at Penrith to work 1L13 10.15hrs Manchester to Workington later in the day. Turning to the loco in the photo, Tony advised that 45726 was allocated to Warrington depot between early August 1964 and March of the following year, when it was taken out of service. Tony also had information that Warrington Jubilees often worked 1L00 06.00 Warrington to Carlisle and wondered whether this could be the working. **Ken Harper** recalled that 1L00 was always known as 'LULU' and it took three and a half hours to get to Penrith,

arriving around 09.30hrs, this was also the first train on the Down, other than the service off the CK&P until it closed in 1972.

Graham Worsnop advised that the photo was by Martin Tordoff (TOR0805) taken at Penrith looking north with Ivatt 2MT 2-6-0 No.46455 piloting failed Stanier Jubilee 4-6-0 No. 45726 'Vindictive' on the 06.00 Warrington to Carlisle passenger on 20th August 1964. Ken added that the Penrith shunt loco had probably been commandeered to assist the failed Jubilee.