

The 'Lockdown' Daily Challenge

Challenge Images No. 4 — Numbers 46 to 60

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 Number 46

"You will know the train and Class of locomotive but what is the location of the long closed station?"

Keith Fenwick was the first to respond confirming that the location was Gretna (Caledonian) station and it was the Down Royal Scot which was in the photograph. The station closed to passengers in 1951, so Keith wondered whether the photo was from the mid-1950s. Picking up on some of the track work in the photo, Keith pointed out that the third track to the south of the station was the North British branch to Longtown and its station would be to the left of the photographer. **David Gibson**

added that the sidings on the left were originally part of the NB terminus station and that the photo had been taken from the station footbridge.

Graham Worsnop advised that the photo was from the Pearsall collection (PEF872) of Gretna Junction station of LMS 8P Coronation 4-6-2 46222 on the 10.00am London Euston to Glasgow 'Royal Scot', taken on 26th August 1954.

Ken Harper added that in less than 10 years of the photo being taken, the NB line shown had been re-aligned to the south forming a junction at Mossband which would allow Up NB freights to access the new Carlisle Yard. Between the photographer and Mossband Junction

was the 8-milepost which formed the BR Scottish/LM Regional boundary until 1st April 1994. Ken asked how long after nationalisation was the 8mp chosen as the boundary? Even after Carlisle PSB was opened in 1973 the boundary remained the same with Scottish maintenance and operating staff being responsible for that area. In 1994, under Railtrack, the boundary changed to the PSB boundaries, which are near Kirkpatrick Fleming at Cove Level Crossing, putting Gretna Junction and Quintinshill under Carlisle 'on the ground' control to coincide with the signalling.

Daily Challenge Number 47

"Someone's getting the runaround!"

Several members commented on **John Pickup's** reply to this Daily Challenge as being the best reply we've had since the start of this series.

John was first to reply to the Challenge and posted "Well what a delightful picture! 42492, at Hawes, running round its stock before bringing the afternoon 'Boniface' local back to Hellifield. From the leafless trees this would be early or late in the year between 1957, when 42492 arrived at Hellifield MPD from Lostock Hall and March 1959 when the service was withdrawn.

It looks like the coaches are behind to the right, in the loop that gave access from the far, Northallerton end, to the goods yard. So the loco, which would have arrived bunker first, would have deposited its stock there and has now more or less completed the run-round, needing only to reverse onto it and draw it back into the Up platform ready for departure. Sometimes the run-round happened with the coaches in the Up platform.

Until the late 1950s, the stock for this train was usually a 3-set of suburban stock, with a Lavatory Composite in the centre BT/CL/BT, but Stanier corridors started to appear before the end.

In 1957 the day's work for 42492 would have started with the 6.23am unadvertised workman's service from Hellifield to Horton-in-Ribblesdale, after which it continued ECS to Garsdale and ran round to form the 7.35am departure back south. Initially this went to Hellifield, (arrive 8.20), but it then reversed its stock into the Up sidings. It emerged after the 7.40am Residential express from Morecambe to Leeds / Bradford had called at 8.32 and departed itself all stations to Bradford at 8.40.

The loco was doubtless serviced at Manningham MPD before departing north again, usually with the same stock, with the 12.46pm Bradford Forster Square to Hawes. Both this working and the 4.25pm return from Hawes seemed to have enjoyed the soubriquet 'Boniface'. There are numerous explanations offered for this name. I've no idea which is correct, but perhaps the most agreeable is that the appearance of the train - 'bonny face' - signalled the drawing to an end of the working day.

Since the Down afternoon train arrived at Garsdale at 3.06pm that seems a tad early to be knocking off, but there you go. The train had 10 minutes at Garsdale and I suspect the normal, though not invariable, routine was to turn the engine on the infamous stockade turntable there, running the short distance to Hawes bunker first, and then it could run chimney first again, as here, back home. Whether the loco went chimney first up to Garsdale in the morning and similarly turned I've no idea - there were few photographers about that early!

The Hawes passenger service ceased on 14th March 1959 but the goods service continued some years longer, and there's quite a selection of goods stock in the background of this picture."

John asked a question regarding



when the 7.35am from Garsdale reversed into the carriage sidings at Hellifield before continuing to Bradford, would all passengers, who might have been going through, been asked to de-train? Similarly, he believes the 3.35pm Bradford - Carlisle reversed into the Down bay at Hellifield to pick up vans left by the 2.53pm Leeds - Heysham parcels. Presumably the patrons of Morecambe - Leeds trains were allowed to stay on the train when reversing to attach the Carnforth portions at Wennington?"

Regarding John's question as to whether passengers would remain on the train when it reversed into the sidings, **Ken Harper** advised that that passengers should only have remained on the train if a Facing Point Lock was fitted to any facing points, or they had been clipped up for the movement, however, he added, who knew what went on in country areas away from officialdom!

Howard Quayle added that in the centre-right background the bracketed post shows a signal for the main line through route, with a 'sub' signal for the sidings. Hawes was a joint MR/NER station and at one point there were two signalboxes - Hawes West and Hawes East. Howard had wondered whether one box was provided by the MR and the other the NER, but looking at an image from the Neville Stead collection, it showed the East box as being of Midland Railway design and the photo in the Daily Challenge appears to show a Midland lower-quadrant signal. Howard asked whether the West box closed a lot earlier and that the East box, complete with MR signals, continued to control the whole layout? **Richard Maund** advised that Hawes West box was replaced by a Ground Frame on 14th April 1907, when the East box was renamed Hawes Station. Howard later added that Hawes (East) box closed on and from 16th March 1959, but wondered if it was downgraded to a Ground Frame after the 1954 withdrawal of the

passenger service. The John Swift maps are described as covering the period "about 1955-1960". Vol.12 of the British Railways Layout Plans shows the Hawes (West) GF quite clearly as controlling the Up Starter, Up Advanced Starter, and Down Home (plus point work), while Hawes (East) is still shown, but described just as "Closed", with no date.

Graham Worsnop advised that the photo was by Valons (VAL013) taken at Hawes station of LMS 4MT 2-6-4T 42492 which was undertaking the run-round at the east end of the station in the 1950s.

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Daily Challenge Number 48

"Hi-tech operation!"

First off the mark was **Tony Jenkinson**, who identified the location as Barrow shed with one of their locos (46400) being coaled and wondered whether it was being prepared for a working to Lake Side. Both **Les Gilpin** and **Derrick Codling** spotted the Bascule Bridge in the background, which would indicate that the image could have been taken before 1966, as it closed at the end of that year.

Howard Quayle was able to offer more detail regarding the bridge advising that Bascule Bridge (officially, a Scherzer roll/lift bridge) dated back to 1908 and was always kept in the lowered position, not just for rail traffic but also for the (private) roadway which ran alongside it. When Howard lived in Church Street in Barrow, in seeing the bridge in the raised position he would quickly sprint to see what vessel was passing through, adding that it wasn't something which happened very often. Howard also stated that there had always been some confusion over the closure date(s) of the bridge and noted that the service was suspended on and from 3rd July 1967, because of corrosion in the structure. After that date, Island Road workmen / passengers were served by a Barrow Corporation Transport (?) service between Barrow Central and (presumably) bus stops on Island Road and Michaelson Road. The bridge was then left in the raised position. The bus service was withdrawn on and from 7th October 1968 and Island Road station officially closed.

Howard pointed out that the withdrawal date for the locomotive was recorded as 31st May 1967, so, on the basis of the above, either a vessel was passing through the passage between Buccleuch Dock and Ramsden Dock, or it was being raised for maintenance, examination, etc. purposes.

Finally, Howard didn't believe that the loco was being coaled for a working on the Lake Side branch (which closed to passenger traffic in September 1965). In a previous discussion on the Chatline, the



topic of the branch diagrams were covered and they were cleverly arranged so that the loco working in from Morecambe on the Lake Windermere Cruise service (on weekdays) could handle the Lake Side - Ulverston 'shuttle' before returning to Morecambe at the end of the day. An evening working from Lake Side to Barrow was diagrammed for a Metrovick from summer 1963 onwards (and possibly earlier). At weekends, services did operate to and from Barrow and were diagrammed for Stanier or Fairburn 2-6-4Ts.

Tony Jenkinson added that the loco looked to be carrying a 12C shedplate which would date the picture between September 1963 and October 1965 when it was transferred over to Carnforth.

Graham Worsnop confirmed the photograph was by Ward (WAR059) taken at Barrow shed of LMS 2MT 2-6-0 No. 46400 being coaled by crane in the 1960s.

Daily Challenge Number 49

"Well, the caption says it is departing!"

Tony Jenkinson commented that it

was a narrow gap for the man and also a fairly narrow time period for the image, as Fairburn 2-6-4T No.42267 was allocated to Barrow between the end of June and the beginning of September 1965. The photo was taken at the east end of Barrow station.

Howard Quayle noted that at the end of Platform 1 was a tunnel which ran under Abbey Road providing a direct link to the Post Office sorting depot and wondered whether the BSK was being shunted to it so it could be loaded / unloaded with mail. Howard also wondered whether the train was the Whitehaven to Stalybridge / Huddersfield TPO.

On the topic of LMS 2-6-4Ts, **Tony Jenkinson** advised us that Barrow had three or four tank engines until it closed to steam traction at the end of 1966, which was slightly longer than Carnforth who lost their last one (42613) in March of that year. Tony asked what other work the tanks had. **John Dickie** responded advising that they worked all kinds of passenger and worker's trains between Carnforth and Workington, especially before the Metrovicks arrived in 1962, including the Whitehaven to Huddersfield TPO. John recalls seeing the tanks working as station pilots at Barrow and banking trains to Lindal from both Askam and Plumpton Junction. He also thought that they worked some fill-in turns such as pick-up freights between Millom and Moor Row in the day, in-between hauling the Sellafield workmen's trains.

Graham Worsnop advised that the photo was from the Ward Collection (WAR088) taken at the south end of Barrow Central station of LMS 4MT 2-6-4T 42267 on an Up Passenger in the 1960s. **Tony Jenkinson** did express concern at the title which stated the 'train was departing' with the member of staff in between the loco and front coach!



Daily Challenge Number 50

"The product marches on."

A couple of people guessed Green Road, with **Howard Quayle** confirming that the photo was looking towards Foxfield, with what looked like a Furness Railway lattice signal post on the right. Both **John Dickie** and **Howard Quayle** noted the first vehicle behind the 9F was a bulk powder Prestwin and guessed that it would be carrying sodium tripolyphosphate from Marchon (hence the caption!) destined for Lever Bros at Port Sunlight, or possibly Proctor & Gamble in West Thurrock.

Graham Worsnop confirmed that the location was Green Road taken from the Ward collection (WAR128) of BR 9F 2-10-0 92054 on an Up Goods in the 1960s.



Daily Challenge Number 51

"This is a goods train – allegedly."

Tony Jenkinson commented that a previous Daily Challenge photo at this location had involved a man with a big spanner! **Howard Quayle** though it was taken from Skelly Crag crossing with the buffer stops on one of the Down Sidings on the extreme left foreground. **Les Gilpin** added that, if the loco was pulling more than the one wagon, it would emit a mass of black smoke and flames resulting in it having to be dragged back to Barrow shed!

Graham Worsnop confirmed the photo was from the Ward Collection (WAR255) taken at Foxfield of BR Class 28 on an Up Goods (brake van only) in the 1960s.



Daily Challenge Number 52

"The train now arriving from Barrow (without tail lamp!)"

Tony Jenkinson was first to reply that the photo was taken at Lake Side station and in addition to the DMU featured, there was another unit stabled in the siding of the former goods yard. **Derrick Codling** confirmed that the stabled unit was a Cravens power twin from Accrington and probably featured two, if not three, pairs. Derrick also noticed that the unit arriving in Platform 2 was a Yellow diamond Derby-built set No.M796xx and M790xx, and that loco 42134 was possibly on a Barrow working and would be the first train to depart from the station.

Andrew Naylor spotted that the unit had bars over the droplights which allowed them to operate over the Maryport to Carlisle section and these units were not from the batch built for Cumberland in 1954, but a later batch which were transferred to what is now Cumbria. Also, the unit has six end windows; the Cumberland batch had three with a reinforcing bar behind with the wipers mounted at the sides, this batch was three inches narrower than the standard. Andrew added that over time about 75% of all the Derby Lightweights were allocated to Carlisle at one time or another.

Tony Jenkinson and **Howard Quayle** wondered whether the photo was taken on the last day of operation over the branch, as 42134 was only allocated to Barrow from



June 1965. If the photo was on the last day, **Peter Naylor** recalled travelling on the Accrington DMU with six coaches (which is seen in the siding) from Lake Side as

far as Ulverston, and could possibly have purchased the last ticket to be issued for the branch as he was late arriving at Lake Side for the train. Howard also questioned

the presence of the additional DMU at Lake Side, as the 2-6-4T would be working the 7.10pm to Barrow (another curiosity was that the loco normally ran smokebox first from Barrow on the inward working) and that the train was normally followed by the 7.45pm Sundays Only to Accrington, which he assumed was the unit stabled in the siding, so this questioned what the Derby Lightweight was working, and wondered, as it had 'Barrow' on the destination blind, could it have been a relief to the 7.10pm?

Derrick Codling was able to answer the question. Earlier in the afternoon, 44758 had departed Lake Side at 4.55pm to Morecambe (from Platform 2) and 42134 had been watered in the yard by using the column near to Platform 2, then worked the 7.10pm to Barrow from Platform 1. The Derby Lightweight had worked a charter for the Barrow Sailing Club which departed from Platform 2. On the day in question, Derrick recalled that he left Scale Hall via Morecambe Promenade at 1.40pm to Windermere, then made a 'Swift' boat journey from Bowness to Lake Side (on the 3.10pm from Ambleside) arriving in Lake Side at 4.45pm, he then hired a rowing boat to go out and take two photographs of 42134 leaving the station by the lake, before joining the 7.45pm Accrington service back to Lancaster!

Graham Worsnop advised the group that the photo was from the Ward collection (WAR365) taken at Lake Side station of LMS 4MT 2-6-4T No.42134 standing beside a BR Derby Lightweight DMU on 5th September 1965.



The departure board at Lake Side showing the platforming of the last trains from the station on 5th September 1965. Derrick Codling.

Daily Challenge Number 53

"Not a service train, perhaps."

First off the mark was **Tony Jenkinson** again, identifying the location as Carnforth, looking down Warton Road towards the station and town and that the shunter was on the curve from the station to East Junction. Tony added that Carnforth had D4140-D4142 allocated there for a while and that the photo showed the shunting of coaches into or out of the bay platform used by Leeds trains. **Ron Herbert** advised the group that D4140 – D4142

(along with others) were transferred from Carnforth to Barrow on 15th August 1968. Another member advised that D4140 was still at Barrow in 1974, but had been renumbered to 08910, with which they recall it transferring to Carlisle on 16th July of that year, where it remained until the late 1990s.

Graham Worsnop advised the group that the photo was from the Ward collection (WAR414) taken on the F&M curve at Carnforth with BR class 08 No. D4140 shunting empty coaching stock over Warton Road in the 1960s.





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Daily Challenge Number 54

"Guv, shouldn't there be something behind us?"

Both **Derrick Codling** and **Tony Jenkinson** responded with Grange-over-Sands as the location and loco D7563 working 8P42. Tony added that the loco was allocated to the D10 area, which was the Preston division (which Carnforth was part of) from early July 1968 until October 1969. With regards to the working, in 1968 'P42' was the 6.25am Carnforth to Barrow and had been steam hauled until the 3rd August, with diesels taking over the working. The return working was the 9.30am Barrow to Carnforth which ran as 8P76. As the photo showed the loco standing in the Up platform at Grange, Tony wondered whether the loco was returning back to Carnforth as there was no traffic required for the train, or was perhaps running 'wrong road' due to early morning engineering possessions.

The discussion then turned to the headcode of the train. **Peter Smith** advised that the classification of trains changed on 5th May 1969 when Class 3 Empty Coaching Stocks became Class 5. Class 4 fully fitted freights became Class 6, apart from Freightliner and car trains that could run at 75mph, which remained as Class 4. Partly fitted freights which were previously Class 5 or 6, became either Class 7 or 8 depending on brake force available, and Class 9 was for completely unfitted, trip workings or trains stopping in section.

Graham Worsnop advised that the photo was from the Ward collection (WAR486) and was taken at Grange-over-Sands of BR Class 25 No. D7563 in the Up Platform showing headcode 8P42, taken in the 1960s.

Supplement no 3
Effective from 5th May 1969

Standard Classification and Code of Head Lamps or Discs—(continued)

Description of Train	Classification (first frame of indicator box)	Head Code (white lights) or discs)
Express passenger train, postal train, newspaper train, or breakdown van train or snow plough going to clear the line, or light locomotive going to assist disabled train. Officers' Special train not requiring to stop in section.	1	
Ordinary passenger train, mixed train, or breakdown van train or snow plough not going to clear the line.	2	
Express parcels train composed of vehicles permitted to run at 90 m.p.h. or over.	3	
Freightliner train. Parcels train, Company or express freight train composed of vehicles permitted to run at 75 m.p.h. or over.	4	
Empty coaching stock train (not specially authorised to carry Class 1 head code).	5	
(a) Fully-fitted Company or block train, parcels train or milk train. (b) Ordinary fully-fitted express freight train, with brake force not less than that shown in Section E of the Loads book.	6	
Express freight train, not fully-fitted but with brake force not less than that shown in Section E of the Loads book.	7	
Freight train, not fully-fitted, but with brake force not less than that shown in Section E of the Loads book.	8	
Unfitted freight train (where specially authorised). Freight train, Officers' Special train or Engineers' train requiring to stop in section.	9	
Light locomotive, light locomotives coupled, or locomotive with brake tenders). Locomotive with not more than two brake vans.	0	

NOTES:—

- Trains in Class 6(a) will be timed according to the maximum speed of the vehicles scheduled to be conveyed.
- Trains in Classes 6(b), 7, 8 and 9 will be timed to reflect a maximum speed of 45 m.p.h. or such other lower maximum speed it may be necessary to impose on individual trains.
- Fully-fitted train:—
A train with all the vehicles fitted with the automatic brake or brake-pipe coupled up and in use.
A brakevan will not normally be provided on a parcels or fully-fitted freight train, and when not provided the last two vehicles must be fully-fitted with the automatic brake in working order.
If circumstances require a brakevan to be provided on a fully-fitted freight train it must be marshalled at the rear and the Guard must ride in it. The brakevan may be piped only.

Page 74—Add:—

VEHICLES BEHIND REAR BRAKE VAN OF PASSENGER AND EMPTY COACHING STOCK TRAINS

Not more than 20 vehicles may be marshalled behind the rear brake van on passenger and empty coaching stock trains, provided that:

- The vehicles are fitted with the automatic brake, or the proportion of piped only vehicles is in accordance with that laid down on page 13, in which case the last vehicle must be fitted with the automatic brake, and this must be in working order.

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The briefing document for the changes to the Standard Classification of trains, which became effective from 5th May 1969 - provided by Peter Smith.

Daily Challenge Number 55

"You might get a drink here now."

A couple of members responded quickly on the photo of Rowrah No.1 Signalbox. **Les Gilpin** wondered why the 'gallow' signal was needed when a plain post would have done. **Keith Fenwick** posted a photo taken from the redundant box whilst in the area on a Railtour in 1969 which showed a low arch overbridge, so the 'gallow' signal was for sighting purposes, which was confirmed by **Allan Beck**, who added that the name board from the box had been preserved by H. Moon and was displayed at The Beacon in Whitehaven until a few years ago. Allan also confirmed that the brick work of the box was still standing in 1986 and was subsequently demolished not long after.

The discussion then turned to the signal. **Les Gilpin** thought it was either a Furness or LNWR signal designed for restricted locations, noting that there was a Ground signal at its base. **Howard Quayle** had been wondering about the lamp, which seemed very close to the track, perhaps it had been taken down and left there? The underslung arm was shown in the John Swift signalling diagrams (vol.12) and controlled access to the Down Main direction towards Marron Junction. Howard advised that the Swift plan also showed a shunt signal cantilevered out from the post, which gave access to another siding (behind the one which the wagon is standing in the photo), so possibly the lamp on the ground is connected with that move? After the Whitehaven, Cleator & Egremont Vesting Act of 17th June 1878, the WC&ER was controlled by the London North Western Railway & Furness Railway Joint Committee, on which the LNWR always seemed to have the upper hand. Howard was sure he had read that S&T matters were controlled by the LNWR, which could explain the signal at Rowrah No.1. A post on Facebook advised that the signalbox was an early Stevens and confirmed Howard's thoughts about renewals being undertaken by LNWR whilst Block Signalling was done by the Furness Railway. **Andrew Naylor** found a photo of the gallows signal and the dolly, which appears to be at ground level on a bracket.

Regarding the date, **Howard Quayle** advised that the former LNWR Joint Line between Rowrah and Marron Junction appears to have been placed Out of Use on 3rd May 1954, although noting that the eight and a half mile section was not officially closed to traffic until 6th November 1960. Howard advised that Clinker's Register recorded Rowrah closing to Goods traffic on 21st August 1967, so guessed that the photo could have been taken between 1954 and 1960, adding that the last train to Rowrah was on 23rd March 1978 with track lifting commencing on 17th September 1980 between Rowrah and Parkside. The remaining section to Moor Row didn't see lifting start until January 1981. **Richard Maund** stated that a date of 2nd February 1980 had been given to him but wasn't sure what it represented. There were a couple



View taken from the redundant signal box whilst Keith Fenwick visited the area on a Railtour in 1969. The photo shows the low arch overbridge which would explain the gallow signal to allow better sighting. Keith Fenwick.

of thoughts surrounding the date, **Graham Worsnop** wondered whether it had been the formal closure or possibly when track lifting began. **Mike Norris** confirmed that the Weekly Operating Notice for Week 5 (2nd February – 8th February 1980) contained a New Item entry which read "Between Moor Row and Rowrah - The 'up & down' single line between Moor Row and Rowrah has been taken out of use. Rowrah - All sidings and connections have been taken out of use. The line from Rowrah Hall Quarry to the stop block has been taken out of use, together with the sidings connections." Mike did note that whilst the entry was in the WON dated 2nd February 1980 work had probably taken place in the previous weeks.

Ken Harper described the shunting movements of 'Target 90' which operated down the branch. Ken started working in West Cumbria from 1975 and on 16th July of that year, travelled from Workington to Rowrah and back to witness the shunting operations. Ken recalls that 'T90' would arrive with the empties from the Cleator

direction and after drawing forward towards the old station and stop block, the guard would then pull the hand points to set back towards the remaining complex at Rowrah Junction and run round the train. The brake van would be shunted to one side, and then the empties would be drawn up onto Baird's line. The train would then set back towards Rowrah Hall Quarry to exchange the empties with the loaded wagons. These loaded wagons would then be taken back to the brake van. After coupling up and checking all is in order, the train would then propel back towards the old station, hand points changed and set off to Cleator and Workington.

Tony Jenkinson confirmed that the caption was referring to the Ennerdale Brewery Tap which is now located on the site and felt it sounded like a good venue to visit!

Graham Worsnop confirmed the photo was one from Herbert White (WH1026) taken at Rowrah looking north with the signalbox and overhung signal in 1964.



Daily Challenge Number 56

"Typical movement from 1952."

Only a few responses to the Challenge, with **Derrick Codling** guessing Carlisle with 58412 on a steam heated local passenger train and wondered whether the train was heading for the M&C, or was being propelled down to the station from Upperby. **Allan Beck** thought it looked like Carlisle Upperby with the yard in the background, with the train having just past Carlisle No.12 signalbox on the Down Line.

Graham Worsnop confirmed it was Carlisle Upperby with LNWR Cauliflower 0-6-0 58412 setting back towards the station with an empty coaching stock move formed of two coaches, taken in 1952 by Herbert White (WHI102).

that the loco is standing on a siding called the 'Third Line' and he assumed that it was shunting wagons on an inter-yard trip working. **Andrew Naylor** and **Mike Norris** confirmed that it looked as if the loco was stood at Upperby Bridge Junction, but couldn't understand what a NBR loco was doing down there. According to 'The District Controllers View No.8' by J. Hodge, **Stephen Leece** advised there were five trip workings into Upperby yard by Canal locos in 1948. **Allan Beck** also noted that there is a Shunt Signal Miniature arm (No.15) attached to the main gantry and this would have been used for a train to leave the 'Third Line' and thought that the loco was on a trip working from Canal Yard to Upperby Yard and for some operational reason, had been brought right down to its limit and therefore wouldn't have ventured

onto the WCML.

Phil Tuer posted an email he had received on the Challenge, advising that the loco was a Reid designed NBR J35 and was in fact fitted with Carlisle Canal's unique square-windowed tender cab. **John Pickup** had only managed to find photographs of two J35s with the tender cabs, locos 64478 and 64526; however, looking at the lower smokebox curved handrail, John believed it was the former loco in the Challenge photo.

Graham Worsnop advised that the photo was by Herbert White (WHI128) of NBR J35 0-6-0 with a LNWR carriage truck M41660 taken at Carlisle Canal Junction, which we now know to be Upperby Bridge Junction, and dated 1955.

Daily Challenge Number 57

"A northern interloper."

This Daily Challenge certainly got people thinking. **Tony Jenkinson** said that the loco was an ex-North British Railway LNER class J35. **Allan Beck** responded to say that the loco was standing at No. 4 Signal for Carlisle No.13 signalbox on the siding next to the Up Goods line at Upperby Bridge Junction, as the signal arm posting that could be seen sticking out from behind the tender was Signal No.2 which was the Up Main Home. However, there was some confusion, as the information for the photo stated the location as Canal Junction. Having consulted 'Carlisle's Railways' by the Irwell Press, **Tony Jenkinson** confirmed Allan's thinking, as there was a photograph looking north which showed the signals Allan mentioned. After studying the Diagram for Carlisle No.13, Allan found



Daily Challenge Number 58

"There's one missing."

Alan Thompson responded to suggest that the location was Lancaster Castle, and that seeing the single loco was unusual as they tended to run in pairs. **Peter Smith** added that it was a rare shot of the loco and thought it may have been taken in 1955 between the loco returning from its two year allocation on the Southern Region and going into Derby Works for attention to low power issues and repainting into green. Peter also noted the '6P 5FA' power classification under the driver's side window.

Graham Worsnop confirmed the location as being Lancaster Castle, taken by Bill Worden (WOR112) of LMS Diesel 10000 on a down passenger service in 1955.



Daily Challenge Number 59

"And back to vintage."

Only two people responded to the photograph. **Geoff Holme** confirmed that the photo was taken around 1958 at Furness Abbey during the tunnel rebuilding. Geoff added that the Furness Abbey tunnel was rebuilt in the mid to late 1950's which continued on from the previous work at Dalton tunnel. Geoff explained that to do the work whilst running traffic, the lines were interlaced through the tunnel and controlled by a temporary box which was built on the former Down station platform at the Dalton end. To work on the upper reaches of the tunnel a special platform on wheels based on an old wagon was built and this was wheeled into the tunnel for the overnight possessions. Adding some more detail, **Peter Holmes** pointed out that the wagons on the extreme right of the photo were on the temporary 2ft gauge railway which ran down either side of the tunnel in the space created by the singling of the Up and Down line. The wagon is a side-tipper which would have been used for the removal of rubble from the old tunnel lining.

Graham Worsnop confirmed that the photo was by Bill Worden (WOR163) taken at Furness Abbey station of MR 2F 0-6-0 No.58293 shunting in 1959.



Daily Challenge Number 60

"So which way to go?"

John Pickup confirmed that the train was probably arriving off the Settle & Carlisle line passing Durrnhill sheds and thought the road was set for the train to run into Petteril Bridge Sidings. John stated that the loco was 48703 of Stourton shed, although noting that at first sight the last digit looks more like an '8'. John thought the photo was from the early 1950s as the lower quadrant home and distant signals look to be of that era. John also believed that the Left Hand Dolly signal on the post controlled Up movements from the sidings across the main line. **Howard Quayle** commented on the bridge in the background and thought it must be Eastern Way as it crosses the NER and MR routes



at the point that the former starts to run east to northeast. **Peter Naylor** explained that the bridge was actually Durrnhill bridge, as this photo pre-dates the construction of Eastern Way. **Graham Worsnop**

confirmed the photo was by Bill Worden (WOR214) taken at Carlisle Durrnhill Junction of LMS 8F 2-8-0 No.48708 (which was confirmed as being 48703) on a Down goods train around 1957.