

# The 'Lockdown' Daily Challenge

## Challenge Images No. 5 — Numbers 61 to 80

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. 61

*"Three bright sparks and one skulking."*

**John Dickie** and **Les Gilpin** both responded to say the location was Barrow shed, with John thinking that the date could be between April 1966 and early 1967 as the Derby Lightweights in the photo hadn't had their blue or complete yellow ends applied.

**Howard Quayle** noted that the first scheduled DMU to operate north of Barrow was on 1st March 1965, with the introduction of units south of Whitehaven commencing on 18th April 1966; this saw the withdrawal of loco hauled services north of Barrow, with the exception of a Sunday evening service from Workington. The date also marked the start of the new London Midland Railway timetable with the introduction of the electric services between Euston and Manchester and Liverpool.

**Graham Worsnop** confirmed that the photo was of three BR Lightweight units on Barrow shed taken by Bill Worden (WOR231) circa 1960; however, we now believe the date to be around the mid-1960s as the Metrovicks arrived in Barrow during 1962 and DMUs didn't start duties until April 1966.



### Daily Challenge No. 62

*"Two for the price of one, but what and where?"*

**John Pickup** thought the photo was taken at Cummersdale where the railway crosses the River Caldew and the Black 5 was working a southbound service, possibly a morning train. **Keith Fenwick**

agreed as did **David Gibson** who added that the building on the left of the photo was the Stead McAlpin fabric printing works. The flat area is the River Caldew flood plain, also Denton Holme and Carlisle would be in the background.

**Graham Worsnop** confirmed that



the photos were taken by I Pearsall, with PEF963 showing Cummersdale's Down Starter, which was a M&C type lattice post, whilst PEF966 showed LMS 5MT 4-6-0 45092 on a goods over the viaduct, both taken on 5th February 1955. **Allan Beck** confirmed that the M&C Lower Quadrant signal was the Up Starter (as it was then) and was situated at the very end of Caldew viaduct on the Carlisle side.

### Daily Challenge No. 63

*"The backbone of the railways."*

**Tony Jenkinson** responded to say that it was the Stourton 8F again, this time passing Wennington heading towards Carnforth with a 'freight or mineral train stopping at intermediate stations'. Tony also noted the Junction signal with the taller post signifying the major (original) route; the 'main line' to Lancaster down the Lune Valley was still open at this time.

Tony also guessed that the photo would have been taken between February 1957, when Stourton shed became 55B, and July 1961 when the locomotive was fitted with AWS and had the 'electric overhead wires' warning flashes applied on the front end frames above the buffer beam.

**Graham Worsnop** confirmed that the image was by A Pearsall (A59/19-1) taken at Wennington of LMS 8F 2-8-0 48703 on the 10.15am Hunslet to Carnforth goods on 3rd April 1959.

### Daily Challenge No. 64

*"Lots of cummings and goings here."*

**Derrick Codling, Les Gilpin and John Pickup** all guessed Barnard Castle. John added that the train could be heading for either Darlington or Bishop Auckland, but noted that the headlamps were showing a 'Class A' which wouldn't have been used for the regular service trains, he therefore



wondered whether it was an excursion train, or perhaps the Ulverston to Durham miner's welfare train returning east, as it was booked to call at Barnard Castle just before lunchtime. However, **Howard Quayle** recalled that the miner's train was normally booked for an Ivatt 2MT 2-6-0 and formed of two coaches from Ulverston.

Turning to the date, John noted that the loco was carrying a 51C shed plate, which was West Hartlepool, and the loco was allocated there from July 1955 until it was withdrawn in 1967. **Howard Quayle** wondered if the train was one of the Summer Saturday Blackpool to North-East services by the presence of the Class 1 headlamps, noting that the NER timetable for 12th June to 10th September 1961 showed two trains operating from the seaside resort back east. The first was the 11.5am Blackpool North to South Shields which called at Barnard Castle at 2.50pm, whilst the other was the 11.20am Blackpool Central to Newcastle calling at Barnard

Castle at 3.40pm.

**John Pickup** thought that the photo had an autumnal feel as the leaves on the big tree are remnants rather than spring buds. **Howard Quayle** agreed on the seasonal appearance, but some detective work with the 1961 timetable showed the 11.5am from Blackpool operated until 12th August and the 11.20am from Blackpool Central finished running on 2nd September, so definitely not into the autumn.

**Graham Worsnop** advised that the photo was taken by A Pearsall (A59/36-8) at Barnard Castle station of LMS 4MT 2-6-0 No.43015 in the station during 1959. Now knowing the year, **John Pickup** advised that the summer of 1959 was famous for its long dry sunny weather, adding that one weather site noted that the five months between May and September remains the driest such period in the 312 years of records with only 52 per cent of the normal amount of rain, which could explain the appearance of the tree in the photo.





## Daily Challenge No. 65

*"Will it make it home this year?"*

**Tony Jenkinson** was first off the mark, suggesting that the train, hauled by Ivatt Class 4 No.43034, was a Heysham to Leeds Stourton express freight and was leaving the long siding on the south side of the passenger station at Heysham. Tony suggested that the picture was likely taken between October 1951, when Lancaster Green Ayre depot's code was altered to 11E, and December 1954 when the locomotive was transferred to Nuneaton. Tony wondered whether the photograph had been taken from the signalbox steps, as the loco looks to be crossing over the track which formed a 'scissor crossover' between the siding and the passenger station line.

**John Pickup** added that the traincrew turn involved in the working would see the Green Ayre crew work through to Leeds, lodge overnight at Holbeck and then return back the following day. John also wondered whether the photo was taken on the 31st December which would possibly explain the caption. Regarding the lodging turn, **Ron Herbert** advised that the driver, fireman and guard worked the 2.50pm Heysham Harbour Junction to Stourton and then lodged at Leeds, adding that the train ran with the reporting number 4N31. The return leg of the diagram, the following day, saw the driver and fireman return back west working 6M16 8.44am Hunslet to Heysham Harbour Junction; however, the guard for some reason, worked back

on a later freight train. Ron recalled that 6M16 was always reported to the Control as the 'Quix' and was always called that by the controllers. The WTT for 1965 showed 4N31 as running non-stop from Heysham to Skipton where it stopped for water from 4.15pm to 4.28pm. By 1967, 4N31 was booked to depart at 14.15 and run via Morecambe Promenade (reverse), Bare Lane, Hest Bank and Carnforth as a result of the closure of the direct route via Lancaster Green Ayre. **John Pickup** added that back in the Winter of 1956/1957 the departure time of the 'Lodger' was 2.55pm and during the week it would run non-stop to Skipton South Junction arriving at 4.33pm, and then take water and depart at 4.38pm. The following winter, it left Skipton at the same timings and called at Hunslet Goods Junction from 5.48pm - 6.05pm, arriving Stourton Up Sidings at 6.13pm. However, on Saturdays, the schedule was different - it departed Heysham at the same time, but called at Hellifield 4.16pm - 4.24pm, then Skipton South for water, and to let trains pass, from 4.50 - 5.00pm, and after calling at Hunslet Goods it arrived Stourton at 6.25pm.

**Derrick Codling** noticed the small interesting wagon (fourth in the consist) and wondered whether the loco was taking empty vans to Harbour Junction ready to be stabled in the sidings which would then be used for in-bound shipping traffic, or perhaps, and more likely, to Heysham Moss sidings for loading with Nitro Chalk from the ICI plant at Trimpell. Ron added that 4N31 would convey cattle as well as general

merchandise and loaded containers on Conflats, all of which originated from Northern Ireland.

Derrick also highlighted a number of other items in the photo, such as the roof of what appears to be an electric train above the first wagon of the train. The overhead wires had the original Midland Railway fixtures that subsequently had a number of the insulators changed, during which time the Green Ayre based locos (41900 - 41904) operated a push-pull service. He also noted the parked car(s) on the left of the photo to the side of the small building before the foot crossing to the station platforms. Derrick wondered whether it was a black Austin Westminster, possibly registration number WRO66, if so, it was operated by British Transport Police, but then Derrick thought it might be older as it was fitted with chrome hubcaps and possibly separate mudguards. **Howard Quayle** was pretty sure that it was a Triumph Renown, an up-market four door saloon produced between 1949 and 1954.

If Tony Jenkinson was correct about his date of between 1951 and 1954, **Howard Quayle** advised that the overhead line equipment could hold a clue in that the original electric units were withdrawn on 11th February 1951 with the new 6.6kv 50Hz service introduced on 17th August 1953, so they were either de-energised or the new system was in use.

Regarding the location of the photo, Ron stated that the Ivatt 2-6-0 was coming from a most unusual direction, the line the train was coming off had a carriage siding

which held 10 bogies and another line which went to the sea wall coming off it. During the 1960s a spare set of coaching stock was stabled there for the 5.25am Heysham Harbour to Euston standby, which was shown as a 'Q' denoting it only ran when required. Ron added that a line was added to what was known as Heysham Tip where spoil and ballast from engineering work was dumped. Ron also thought it was most unusual for a freight train to start from there, especially as the marshalling yard was some distance away on the other side of the harbour. Perhaps a train of spare empty vans may have been stabled in the carriage siding or on the sea wall for some reason and had been ordered away by the control.

**Graham Worsnop** advised that the photo had been taken by I Pearsall (PEB106) at Heysham of LMS 4MT 2-6-0 43034 leaving on the 3.00pm Heysham to Leeds goods on 31st December 1952.



### Daily Challenge No. 66

*"Is it going the right way?"*

**Gwyn Jones** confirmed the location as Lancaster with the signal gantry in the photo being worked by Lancaster No.4 signalbox. Gwyn added that the box was abolished over the weekend of 6th and 7th January 1973 when Stage 3 of Preston PSB commissioning took place. The weekend also saw the other three boxes at Lancaster as well as Morecambe South Junction replaced by the commissioning work and Hest Bank ceased to be a block post. **Peter Atkinson** added that as a child he would sit on the tombstone (where the three boys are, just by the second tree to the right of the loco in the photo) to watch the trains go past. **Noel Machell** recalls visiting Green Ayre depot every morning on the way to school and seeing 41900, 41902, 41903 & 41904 arriving there singly in 1950 so they could work the Lancaster – Morecambe – Heysham service whilst the overhead line equipment was being converted from the old Midland style to the BR 50 cycle AC 6.6kv experimental system.

**Graham Worsnop** advised that the photo was by I Pearsall (PEB142) taken at Lancaster Castle station of LMS 2P 0-4-4T which was propelling the 2.18pm Lancaster to Morecambe service on 2nd January 1953.



### Daily Challenge No. 67

*"Has it lost its way home?"*

**Tony Jenkinson** answered the caption question with a "No" and that the loco was likely to be heading back home to Polmadie, as in the early 1950s the shed had an allocation of three 'EastiBeasties' from Haymarket. At various times between January 1951 and June 1953, 60152, 60160 and 60161 worked from Polmadie. Tony believed that the West Coast route was regarded as being short of Class 8P power and the three locos were drafted in to help alleviate the problem. Tony recalled that the locos would often work an overnight service between Glasgow and



Lancaster No 3 signalbox was situated between the Up and Down main lines just south of the Meeting House Lane overbridge and the space was very limited as can be seen from a photograph taken from the south end of the box on Friday March 3rd 1961. Snow plough fitted Hughes Class 5 2-6-0 42875 heads north working a Down freight train as Stanier Class 5 4-6-0 45344 speeds south with an Up freight train. Ron Herbert.

Crewe before returning back north on a service from Birmingham (being attached at Crewe). Tony imagined that the picture shows the 'Birmingham Scotsman' service passing Lancaster - a thought which was confirmed by **Ron Herbert** who identified the box as being Lancaster No. 3, which sat tightly between the Up and Down Fast lines. **Noel Machell** and **David Gibson** confirmed the location, adding that the photo was taken from Meeting House Lane bridge with the train running north on the Down Fast.

**Derrick Codling** spotted that the loco was 60152 'Holyrood', but commented on other things in the photograph, such as the signals for Platform 4 and the Up Fast being on the bracket just to the left of the signalbox. The cattle vans were on the long siding leading to the cattle dock on Wheatfield Street, whilst the other freight vehicles were in the marshalling yard in front of the terraced houses on Blades Street which backed onto the railway.

**Howard Quayle** confirmed that during the 1956 Summer timetable the 11.15am from Birmingham to Glasgow departed Crewe at 1.00pm and ran non-stop to Carlisle arriving at 3.56pm where it had a six minute stop before running to Glasgow arriving there at 6.22pm. **Ron Herbert** added that the train had a reporting number of 'W67' which then became 1S61 with the new four digit scheme.

**Graham Worsnop** confirmed the image was by I Pearsall (PEB144) taken at Lancaster Castle of LNER A1 60152 working a Birmingham to Glasgow service on 3rd January 1953.

## Daily Challenge No. 68

*"Are we level, chaps?"*

There were a lot of cryptic messages following the posting of this challenge! **Tony Jenkinson** started by saying that this station currently has a 'rail replacement' bus service with no passenger trains running at present and that 'Ron used to call it home'. Tony did note that loco 42135 was one of Green Ayre's Fairburn 2-6-4T locos and was allocated to the depot from new in October 1951 until January 1957.

**Derrick Codling** added that all the reader needed to do was count from one to five and they would have the date of the photograph and the number of the loco, but reminded readers what Eric Morecambe said about the notes not necessarily being in the right order!

**Tony Jenkinson** continued the theme of clues with some inspiration from 'Alice in Wonderland', which he admitted he had never read, but had become accustomed to by some of Derrick's contributions. Tony thought that if 42135 was going to Lancaster it was working an Up train on the Down line, however, if it was going to Lake Side then it was working a Down train but on the wrong line, even though it is on the Down line. Tony also added that when the lines to Morecambe were rationalized – after they tore 'up' a lot of track and pulled 'down' the signal box – the two lines both became 'bi-directional' and were both called 'Up and Down lines'!! The track diagram for Bare Lane signalbox described the lines as the 'Down and Up Morecambe' line and the 'Down and Up Heysham' line –

but Preston power signal box described the lines as the 'Up and Down Morecambe' line and the 'Up and Down Heysham' line!

**Graham Worsnop** confirmed the photograph was from the Pearsall collection by I Pearsall (PEB237) taken at Bare Lane of LMS 4MT 2-6-4T 42135 working wrong line over the crossing with engineering work in progress on 12th April 1953. The train was the 2.30pm Sundays Only service from Morecambe to Lancaster.

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## Daily Challenge No. 69

"1-2-3, all together now."

**Derrick Codling** was first to respond with "beside the seaside" adding that the freshly refurbished LNWR EMU unit was photographed alongside Caledonian Railways loco No.123 which was stood in Platform 2 at Morecambe Promenade station as part of an exhibition which saw the loco and LNWR Royal Saloons tour the country for the Queen's Coronation. **Les Gilpin** added that Queen Adelaide's coach was also part of the train's consist.

**Graham Worsnop** advised that the image was taken by I Pearsall (PEB728) at Morecambe Promenade station of EMU 28221 stood next to CR 4-2-2 No.123 on 18th August 1953.

## Daily Challenge No. 70

"Good in either direction, says E.S. Cox."

Looking at the photo, **Les Gilpin** wondered whether this was a frosty morning at Ingleton with the branch passenger train and a northbound goods train in the distance. Les wondered whether the loco '64' was pushing the train southwards and is about to cross onto the Up line.

**Derrick Codling** thought that the photo could be taken in 1954. **Howard Quayle** stated that the September 1949 timetable showed four weekday services only between Clapham Junction and Ingleton, adding that the service pattern changed little between this timetable and when the line closed to passenger services in 1954. Howard wondered whether the photo was taken on a winters day as there was evidence of frost on the sleepers and thought the train could have been the 12.30pm from Clapham, which was due to arrive Ingleton at 12.38pm. The



return working departed at 1.00pm back to Clapham (arriving at 1.08pm). **Peter Smith** wondered whether the goods had been shunted on to the Up line for the passenger to arrive on the Down. He noted that a trail of smoke seemed to be visible above the first coach indicating it was running bunker first, supported by the fact the driver looked to be in the 'characteristic stance' for running bunker first by looking through the rear spectacle glass. Peter added that 40064 was not fitted with push-pull vacuum control gear either. **Tony Jenkinson** added that the loco was allocated to Hellifield until October 1951 and then transferred to Tebay until January 1954, which was after the end of the Low Gill to Clapham passenger service.

**Ron Herbert** advised that the freight WTT Section M for Summer 1956 shows the local freight as the 1.55pm SX Clapham

to Tebay which departed Ingleton Midland at 2.30pm, Ingleton LNW 2.35pm - 2.45pm and then calling at Kirkby Lonsdale, Barbon and Sedbergh. The freight was known locally as 'The Nibblem' for some reason, but he wasn't sure why and the name still remains a mystery.

**Graham Worsnop** advised that the photo was by I Pearsall (PEB793) taken at Ingleton of LMS 3P Fowler 2-6-2T 40064 on the 1.30pm Clapham to Low Gill passenger service running bunker first on 31st December 1953. After a query from Tony Jenkinson, Graham confirmed that A J Powell made the comment in his book about being good in either direction, not E S Cox. **Howard Quayle** added that this was a month before the last passenger trains ran on the line, which finished on 30th January 1954.



## Daily Challenge No. 71

*"The train's due – sometime."*

**Derrick Codling** added that the train may be due, but if it stops, it may be the last time; in future it may speed through, particularly when the line is electrified, not at 6.6kv but 25kv. **Les Gilpin** noticed the box van and other wagons in the background, and thought that these could have been for Goodacres Holme Mill.

**Allan Beck** got the location as Burton and Holme, with **Ron Herbert** adding that the station master at the time the photo was taken was Ernie Newby who became relief station master at Carnforth. A posting on Facebook advised that the station closed in 1950, although it was opened one day each year for the Holme children's trip to Morecambe until 1958 when they had to travel through to Oxenholme to get the special train. A post on Facebook added that the footbridge was relocated to Scale Hall.

**Graham Worsnop** confirmed that the photo was by I Pearsall (PEB811) taken at Burton & Holme station looking north on 29th December 1953.

## Daily Challenge No. 72

*"Is it usually this busy?"*

**Tony Jenkinson** responded to say that it was probably busier when 'Duchess of Hamilton' stopped here in the 1980s! Adding that the photo was taken at Garsdale on 24th April 1954, which was the last day of the Northallerton to Garsdale passenger service.

**Ron Herbert** questioned the closure date as he travelled over the line on 10th April 1954, recalling that he visited Northallerton shed, at which, apart from the Grand National playing very loudly on the shed radio, there was no sign of life!

**John Pickup** added that according to Stanley Jenkins 'The Wensleydale Branch – A New History' the line was to be closed by BR on 29th March 1954. The book went on to say "In the event the line could not be closed on 29th March 1954, because closure was dependent upon the provision of alternative bus services. The anti-closure protesters had in the meantime appealed to the Central Transport Users Consultative Committee and the resulting hearing was not due to take place until 13th April 1954. However, the appeal was unsuccessful, and on Easter Monday it was announced that passenger services would be withdrawn between Northallerton and Hawes with effect from 26th April 1954. As this was a Monday the last trains would actually run on the preceding Sunday, while Saturday 24th April 1954 would be the last full day of operation for passenger trains between Northallerton, Hawes and Garsdale." John could find no mention of the 10th April. **Richard Maund** advised that according to 'The Times' dated 20th April 1954 the Hawes to Northallerton passenger service was to be withdrawn from 26th April 1954.

**Howard Quayle** added that Stanley's book showed that loco 65038 had worked



the 4.10pm from Northallerton to Garsdale which was booked to arrive at 5.44pm, with a wreath placed round the top lamp bracket identifying the train as the last working "up the dale". The train returned as the 6.40pm Garsdale to Northallerton (arrive 8.14pm). The train in the background is likely to have been the 3.35pm Bradford Forster Square - Carlisle, which was booked to call at Garsdale at 6.01pm and depart at 6.03pm. Stanley suggests that both the 4.10pm and the 6.40pm ran late on that final day, so I would think that the crowd round the loco were passengers off a delayed 5.44pm arrival admiring the J21 before it went off to be turned.

**Graham Worsnop** advised that the photo was by I Pearsall (PEB965) taken at Garsdale station of NER J21 0-6-0 65038 on a passenger train in the branch platform on 24th April 1954.

## Daily Challenge No. 73

*"Is London really coming to Workington?"*

**Tony Jenkinson** commented that the loco's appearance was similar to an "upturned bathtub" and couldn't decide which was worse, these or "slanty" smokeboxes. This started a flurry of responses mainly agreeing with Tony's thoughts on the "upturned bathtub". In reply to a comment suggesting that the streamlined LMS Pacifics were created by fitting the streamlined casing to an existing design Tony said that the 'Princess Coronation' class were a completely new design, developed from and improving / enlarging the designer's first 4-6-2s the 'Princess Royal' class. The first ten of the 'Coronation' class were built as 'streamliners', with the first five being put into service in 1937 on the London to Glasgow 'Coronation Scot' train. The second batch of five engines were put into service during summer 1938, and these were immediately followed by five non-streamlined locomotives. Between 1939 and 1943 fourteen more locomotives were built, which were all streamlined. The final nine engines of the class were all non-streamlined. Between 1946 and 1949 the streamlining was removed from all twenty four locomotives, and initially they retained a 'sloped' casing between the chimney and the front of the smokebox; the 'slope' had been necessary to accommodate the streamlining. They also had narrower front cab windows than the non-streamlined locomotives. Both of these features were subsequently changed on all of the affected locomotives so that they all had fully circular shaped smokeboxes and the larger sized cab front windows.

**Derrick Codling** added that the photo was possibly post-Second World War and was taken at Hest Bank and the train was passing under the coastal road overbridge. The original connection, formerly double line, to Poulton-le-Sands can be seen alongside the train.

**Graham Worsnop** confirmed that the photo was taken by I Pearsall (PEBB12) at Hest Bank of LMS 8P Coronation 4-6-2 No.6245 on a Euston to Workington service, dated 23rd May 1945. **Ken Harper** noticed that the photograph was taken just over two weeks after the end of World War II in Europe and wondered whether the train would have been routed via Penrith or Barrow to get to Workington. **Keith Fenwick** had the LMS timetable dated 22nd May 1944, which showed the summer dated train as well as the winter ones, so it was quite likely that the times would still be valid for the date in 1945. The timetable showed that the only through carriages to Workington departed Euston at 6.45am and ran via Barrow, arriving into Workington at 6.11pm. The train also had 'Through Carriages' to Windermere. Keith also noted that during the summer there were through coaches on some days of the week from Euston at 10.25am via Keswick to Workington, but from 2nd October 1944 the 10.25am from Euston conveyed through carriages to Barrow, Carlisle and Windermere.



## Daily Challenge No. 74

*"Possibly the area's most iconic station."*

**Tony Jenkinson** advised that this was the Blackpool train at Coniston, and loco 44950 had been allocated to the depot at the seaside resort for a long time. A couple of responses on Facebook and **Howard Quayle** confirmed the location was Coniston station, with a very clean 5MT. Howard advised that the Summer 1955 WTT showed the workings for the Blackpool train running on Tuesday and Thursdays only, departing Blackpool Central at 8.45am running via Dalton Junction and Park South Junction (avoiding Barrow), calling at Foxfield 11.50am and arriving Coniston at 12.23pm. The return working was at 5.47pm calling at Foxfield at 6.08pm, avoiding Barrow again and arriving into Blackpool around 9.15pm. Howard also added that during the layover the light loco ran to Millom to use the turntable, departing Coniston at 1.45pm, reversing at Foxfield, and arriving Millom at 2.26pm, where it would spend two hours before returning

back at 4.25pm and arriving at Coniston at 5.06pm. Howard also noted that the 1958 timetable showed the Blackpool train running for the last time on 11th September 1958 which saw the official withdrawal of the passenger services using the Barrow avoiding lines. The last passenger train to Coniston ran on 4th October 1958. **Peter Cooke** posted a timetable notice which showed the services between Blackpool and the Lake District during the 1958 summer period. **Tony Jenkinson** was able to confirm this, as the Summer 1959 public timetable for 'Cumberland, Westmorland and North Lancashire Lines' passenger services contained an entry which read "Coniston and Foxfield. The service between Coniston and Foxfield is discontinued and Coniston, Torver, Woodland and Broughton-in-Furness are closed for passenger traffic. The locality is served by omnibuses operated by Ribble Motor Services Ltd." **Howard Quayle** added that the replacement Ribble bus left from right outside the wicket gate at Foxfield, opposite the signalbox, and made

its way up the narrow, and inadequate, A593 to Coniston.

**Graham Worsnop** confirmed that the location was Coniston station taken by I Pearsall (PEC064) of LMS 5MT 4-6-0 waiting to depart with the 5.40pm Coniston to Blackpool service with a Furness Railway type starter signal in the foreground, dated 18th September 1951.

### Daily Challenge No. 75

*"How to see the scenery – sorry, inspect the line."*

**Tony Jenkinson** noted that we had been at this location twice before and that 44950 in the previous Daily Challenge would have turned right here to get to its Lake District destination.

**John Pickup** confirmed that the loco was a 2P 4-4-0, **Derrick Codling** wondered whether the loco could have been 40362. John thought that the loco in the photo was a left-hand drive one, as it looked as if the vacuum ejector was on the side of the smokebox, and it also had an LMS Standard (Fowler) tender - whereas 40362 was a Midland 2P and would have been a right-hand drive loco. John noticed that the Inspection Saloon appeared to be in LMS livery rather than BR maroon and the number on the near corner has an 'M' prefix that is smaller and looks to have been added. So he thought that the picture dated from the early 50s, or even late 40s post-nationalisation.

**Howard Quayle** commented on some other features in the photo, noting that the right-hand end of the inspection saloon was directly above the connection into the Up sidings (3 roads); this also provided a run-round facility at periods when locos needed to run-round their trains, for example when the push-pull unit wasn't available. Howard noted on a plan that it showed the removal of the running line towards Coniston; it

## SPECIAL THROUGH TRAIN SERVICES TO AND FROM THE LAKE DISTRICT

MONDAYS TO FRIDAYS ONLY

9th JUNE to 14th SEPTEMBER, 1958

OUTWARD	D	E		RETURN	D	E	
Blackpool Central ..... dep.	am	am	am	Windermere ..... dep.	pm	pm	pm
Blackpool South.....	8 45	8 45	9 25	Kendal .....	...	...	6 55
Squires Gate .....	8 49	8 49	9 30	Oxenholme .....	...	...	7 10
St. Annes.....	8 54	8 54	9 34	Coniston .....	...	5 47	7 21
Ans dell .....	8 59	8 59	9 40	Foxfield .....	...	6 8	...
Lytham .....	9 9	9 9	9 44	Lake Side .....	6 10	...	...
Kirkham .....	9 20	9 20	9 50	Ulverston .....	6 41	6 41	...
Southport Chapel St. .....	9 25	9 25	9 .....	Grange .....	6 56	6 56	...
Preston .....	9 58	9 58	10 32	Silverdale .....	7 4	7 4	...
Lancaster .....	10 24	10 24	10 56	Carnforth .....	7 11	7 11	...
Hest Bank .....	...	...	11 5	Hest Bank .....	7 23	7 23	7 38
Carnforth .....	10 39	10 39	11 11	Lancaster .....	7C 6	7C 6	7 43
Silverdale .....	10 46	10 46	...	Preston .....	7 35	7 35	7 54
Arnside .....	10 52	10 52	...	Southport Chapel St. ....arr.	8 3	8 3	8 23
Grange .....	11 0	11 0	...	Kirkham .....	8B49	8B49	10B 6
Ulverston .....	11 15	11 15	...	Lytham .....	8 29	8 29	8 56
Lake Side .....	11 55	...	...	Ans dell .....	8 46	8 46	9 6
Foxfield .....	...	11 52	...	St. Annes .....	8 51	8 51	9 10
Coniston .....	...	12 23	...	Squires Gate .....	8 57	8 57	9 15
Oxenholme .....	...	...	11 35	Blackpool South .....	9 2	9 2	9 20
Kendal .....	...	...	11 42	Blackpool Central .....	9 12	9 12	9 25
Windermere .....	...	...	12 3				9 30

A—Runs 23rd June to 5th September changing at Preston.

B—Change at Preston.

C—Change at Lancaster.

D—Mondays, Wednesday and Fridays only

E—Tuesday and Thursdays only.

A timetable notice showing the Special Through Train Services to and from the Lake District which operated on weekdays during the Summer 1958 timetable. Peter Rooke.

seemed clear that this anticipated the withdrawal of Coniston branch freight services 18 months later, but he wondered why they would spend money on minor changes at Foxfield for little or no return. Howard thought that the Coniston and Torver coal merchants would, post-1962, have collected shipments from Ulverston, leaving only the residual Broughton freight to be handled at Foxfield, but even this could have been handled with the existing layout at the latter.

Finally, Howard noted that the building to the left of the 4-4-0 is shown on plans as "Carpenter's Shop", but the high-level lintel suggests its origins as an engine shed.

**Graham Worsnop** advised that this was another I Pearsall photo (PEC068) taken at Foxfield of a LMS 2P 4-4-0 which was propelling an Engineer's Inspection Saloon from Millom on 18th September 1951.



## Daily Challenge No. 76

*"They don't do excursions like that anymore."*

**Richard Maund** started the discussion noting the people on the platforms were wearing Gabardine macs and tweed sports jackets and asked how did 'anoraks' manage before anoraks?

With some personal memories on the location and era, **Derrick Codling** answered by saying it was easy, he would have a small paper backed notebook that sometimes had lines in it, other times he would have a couple of sheets of paper folded and of course a pencil. Derrick explained that these went in his jacket or mac pocket. Then a couple of years after the photo was taken Derrick had a 'biro'. Derrick recalled that before he had a bike, he would have just a hanky and the bus fare home via Morecambe in his trouser pocket, adding that there would have been no camera, no rucksack, no ABC and no food, just his notebook and pencil. **Nick Stanbra** commented that today's spotters would be recording the numbers on their mobile phones!

Derrick confirmed that the photo was taken beside the seaside on the West Coast mainline and noted the Up Home signal wasn't visible, which was at the level crossing where motorists had to press the button on the gate posts on either side of the crossing to get the station porter to open the gates by hand, after he had got the release from the signalbox, which was beyond the end of the Up platform. Derrick added that the photo was taken in 1951 showing the trailing crossover which was never reinstated after the derailment of the Up sleeper in May 1965.

**Graham Worsnop** confirmed the photo was by I Pearsall (PEC092) at Hest Bank station of LMS 7P Royal Scot 4-6-0 No. 46110 on a Whitley Bay to Morecambe excursion (W508) formed of Gresley stock on 22nd September 1951.

## Daily Challenge No. 77

*"They could clean them still in 1951."*

**Derrick Codling** noted that the loco had a self-weighing tender and the train was formed of non-corridor stock which was often used on excursion trains from the Lancashire cotton towns as well as some regular stopping trains. Derrick advised that the train was stood in the LNWR Goods yard at Morecambe adjacent to the connection into Promenade station and thought that the photographer was stood on one of the platforms at Euston Road station.

The main discussion in the Challenge centred on the self-weighing tenders. **Andrew Naylor** asked when the tenders were built. **Tony Jenkinson** had done some quick research which indicated that the earliest observations recorded seem to be that loco 4986 was noted with one in October 1946, 4971 in August 1947, 4677 in December 1950, and 4697, the loco featured in the Challenge photo, in January 1951. **Noel Machell** added that loco



44697 was unique in LMS Class 5 history as it was partnered by two different self-weighing tenders namely No.10837 from 27th December 1950 until 24th January 1951 (which it never entered service with) and then tender No.10836 from 2nd February 1951 onwards. **Howard Quayle** added some information from the LNER information website regarding the tenders, which stated "The purpose of these was to measure coal consumption. The coal bunker was a separate unit suspended on pivots which were connected to a steelyard at the rear of the unit. The whole assembly could be 'fixed' when the loco was working and released when it was necessary to weigh the contents. They could be used in conjunction with dynamometer car tests but often testing was carried out without. They fell into disuse for their intended purpose and the bunkers were fixed, steelyards removed, and they then continued as normal tenders until scrapped, usually with the loco. At least two B1s ran with these, and two K1s. The LMS had four, which ran with various 'Black Five' locos."

**Tony Jenkinson** noted that, if the photo was taken in 1951, then the loco maybe hadn't had chance to get dirty, as he believed that it was in the last batch of 'Black Fives' to be constructed; they only entered traffic from the end of November 1950. Alternatively, it could have been the fact that in the first seven months of its life it had been allocated to Newton Heath, Bank Hall, Blackpool and Accrington, so everyone had chance of keeping it clean!

**Graham Worsnop** advised the photo was by I Pearsall (PEC093) taken at Morecambe Euston Road of LMS 5MT 4-6-0 44697 with self-weighing tender, taken from the platform end on 23rd September 1951.





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#### Daily Challenge No. 78

*"Over the hills and far away."*

**Derrick Codling** gave everyone a clue by saying that the Birmingham built Metro-Cammell set on the North Eastern route was working to and from the highest town in Cumberland. **Tony Jenkinson** thought it was on the Alston branch and **David Gibson** confirmed the viaduct was Gilderdale Burn just north of Alston, which now carries the footpath / cycle path and South Tynedale Railway.

**Graham Worsnop** advised that the

photo was by Peter Robinson (030f26) just north of Alston of a BR Class 101 DMU heading to Haltwhistle in June 1965.

#### Daily Challenge No. 79

*"The good, the bad and the ugly."*

**Tony Jenkinson** believed that the loco was new to Canal shed and would work trains to Langholm. It was apparently known as 'Jezebel' by some local men. He also thought that the photograph was taken on the ex NBR main line, perhaps

somewhere south of Riddings Junction.

**Steve Leece** thought the loco was 43139 which was one of the batch built with a Tablet Exchange Equipment recess and confirmed that it was new to Canal shed. Steve wondered if it was planned to use the equipment on the Langholm branch or to Silloth. Tony added that the loco in the photo had worked the last train to Silloth.

**Keith Fenwick** and **Tony Jenkinson** both wondered whether the photo was taken just north of the bridge which crossed the River Eden at Scotch Dyke. **David Gibson** agreed, as the row of cottages in



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the background would be Highmoat.

**Graham Worsnop** advised that the photo was by I Pearsall (PEF919) taken near Scotch Dyke of LMS 4MT 2-6-0 43139 working the 3.25pm Langholm to Carlisle passenger service on 22nd September 1954.



### Daily Challenge No. 80

*"Ancient and modern then, but all ancient now and long gone."*

It was a posting on Facebook and a photograph of the same train a little later in the day at Riccarton Junction which identified the location of the Daily Challenge as Kershopefoot. **Derrick Codling** believed the coach was on Gresley style bogies, with **Keith Fenwick** advising that the coach was built for the MS&L (later GCR).

**Ken Harper** advised that the photo was taken by Peter Robinson at Kershopefoot of BR Class 17 with an inspection saloon on 24th August 1966. Ken added that Kershopefoot was as far north as one could get in Cumberland before the Waverley line crossed into Scotland, with the boundary being just north of the station. **Richard Maund** advised that at nationalisation the boundary moved to Brunthill (Harker) Down Distant Signal and didn't believe that this altered until the Waverley line closed. However, it was later established that the boundary was moved to south of Riddings Junction in 1960, putting Longtown in the London Midland Region.

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