

The 'Lockdown' Challenge

Challenge Images No. 6 — Numbers 81 to 90

As the lockdown and restrictions continued so did the 'Challenge' series. From July 2020, the Challenges went from a daily posting to a new photograph twice a week. Ken Harper and Graham Worsnop provided a selection of photographs from the CRA collection which would then be posted onto the Chatline and the CRA's Facebook page for members to comment on. Ken Harper posted the images onto the Chatline whilst Graham Worsnop uploaded them onto Facebook each Sunday and Wednesday. The response has remained fantastic as more of the CRA photograph collection has been shared, and the knowledge, technical information and memories have kept everyone interested and provided a wealth of additional information for the CRA to capture. Graham Worsnop has provided the answers to each Challenge on the day of the next posting, which in some cases, prompted more information. Bob Mitchell has been collating the responses for the archives, whilst David Hunter has been writing up the Challenge responses into summaries for everyone to read. Finally, Allan Jones has turned these summaries into the finished document you see before you.

Challenge No. 81

"Classic steam era scene – but where?"

And where indeed, this one proved to be a real challenge with lots of people stumped as to the location! **David Hunter** noted that there were no responses before breakfast time, which was most unusual for a Challenge. **Derrick Codling** was still struggling to identify the location of 45299 on the well-marshalled freight with sheeted 21-ton Mineral Hopper wagons even after his breakfast and his first hair cut since the Daily Challenges started. **John Pickup** was also stumped on the location, however the old badge on the tender and some of the wagons in the consist of the train made him wonder whether this was a mid-1950s photograph when the loco was allocated to Upperby before its transfer to Holyhead in August / September 1955. **Keith Fenwick** wondered whether it was alongside the coast, with the photo taken from the ground leading towards the sea, but a search online couldn't find any locations. **Guy Wilson** noted that the rock against the railway looked totally limestone, but couldn't recall anywhere where the shallow limestone extraction came up against a mainline railway and he, like a couple of others, wondered whether it was in the Shap area, but in Guy's words "Geologically speaking, I am flummoxed!".

There were a number of posts which ruled out some locations. **Keith Fenwick** stated it couldn't be Shap as there were too few telegraph wires. **Stephen Leece** didn't think it was the remains of the limekiln at Langcliffe near Settle and **Peter Smith** thought we could rule out the Settle & Carlisle as a whole with the presence of two-bar telegraph poles.

The guesses were coming in thick and fast. **Howard Quayle** wondered whether the mountains on the extreme right were the start of the big and featureless lump of Whernside and could the signal be Ribbleshead's Down Distant? **Peter Smith** wondered if it was somewhere between Kirkby Stephen East and Appleby East or even on towards Eden Valley Junction, as the telegraph poles looked right, also the



rear wagons looked as if they could be Merrygill Quarry traffic and the vans from Warcop.

Finally, **Peter Holmes** broke and asked for a clue! **Ken Harper** advised that one person had already identified the location, but nobody had picked up on it, which must have got everyone scrambling back through the twenty responses already posted. Earlier on in the responses, **Brendan Sweeney** had wondered whether the limekilns were at Rheged (Redhills) on the Penrith to Keswick line. **Tony Jenkinson** was able to summarise the situation so far, similar to that of a murder sleuth in the final stages of a cryptic mystery. First of all the locomotive was based at Upperby from 1948 until September 1955 when it moved away from Cumbria for the remainder of its life. The telegraph pole wiring indicated a branch line rather than the WCML, Settle & Carlisle or even the coastal route. So, Tony asked which branch line or rural route would one find an Upperby engine on? There was the Keswick line or the Eden Valley line through Kirkby Thore and

Appleby to Kirkby Stephen. Discounting the latter as he wasn't able to imagine a Black 5 working on the line, even if they were permitted, as he had been told that Eden Valley line goods trains were worked by Kirkby Stephen men and the locomotive would normally be a J21 or later on, an Ivatt 2-6-0. So that brought him back to the Keswick line. As a number of people had commented on, the two-bar telegraph poles looked the same shown in an earlier Daily Challenge of the two Ivatt 2-6-0s working a special in the snow towards Keswick. Ron Herbert's photo of a goods train also in an early Challenge showed an oil tanker in the consist. Tony looked at Blencow with its quarry workings next to the line, but this was on the western side of the station and the distant signal didn't sit right in his mind, as the train would have been travelling in the wrong direction. Then the loco, it was heading tender first, something that had puzzled **Les Gilpin** earlier and Tony would have expected it to have been chimney first from Carlisle to Keswick, wondering if it would be too big

for the turntable at Keswick. But it was Brendan's mention of 'Rheged' which led Tony to look at the map again and he found the quarries and lime kilns at Redhills and the Distant signal for Penrith No.1 was also shown on it, indicating that the location was indeed Rheged / Redhills. However, it still didn't answer the question as to why a big engine was heading towards Keswick with the lime!

David Gibson had initially thought of Redhills quarry but had interpreted the OS Geological Survey for the area as being old red sandstone, so had looked elsewhere. David continued to say that just east of Redhills Junction the Keswick branch is nearest the camera on an embankment with the Redhills curve falling away behind it, so that would fit. As for the loco travelling backwards, if it was on the Keswick branch it would have to travel tender first in one direction if it could not be turned. Against these arguments, the 1949-69 OS large scale map does not show any suggestion of fencing or use as allotments, and also the signal in the photograph is behind the train, whereas the map shows a signal for the opposite directions which should be facing the other way and in front of the train. There were signals at that time on the Redhills curve, but would these have gone by the time of this picture? Redhills Junction was where the A66 roundabout is now and looking on Google street view from the lane to the golf club which runs parallel to the A66, David could just about convince himself that the distant Pennines look the same shape as those in the photograph.

The question of the loco running tender first was still unanswered. **Graham Worsnop** wondered whether the loco had picked up some wagons and was heading to a point where it could run round and then run smokebox first back eastwards. **Ron Herbert** advised that for trip workings, locos running tender first weren't unusual on the LMR with the Carnforth trip to and from Heysham Moss and Harbour and the Preston trips to Longridge, Chorley, Ribbleson and various yards around Preston being two examples.

Ken Harper advised that the photo was from the Pearsall collection taken near Redhills Junction of LMS 5MT 4-6-0 45299 running tender first on a Penrith to Keswick goods, dated 28th July 1952. Ken added that even though he had worked in Penrith No.1 signal box when the M6 and A66 dual carriageway construction took place, No.1's Up CK&P fixed distant is the signal shown in the photo. The A66 virtually obliterates everything below the train. In today's scene, the location is along the A66 between 'Burger King' at Redhills and the Rheged roundabout, but with a lot of foliage only the limestone edge is just visible.

Ken was surprised by the length of the train and the consist, including the sheeted hopper wagons going on to the CK&P and not, as you would expect, coming off it. The loco has the Class 9 lamps for a trip working. **Graham Worsnop** had suggested some of it may be construction traffic for the under construction Calder Hall power station. The use of a Black 5 would probably be unusual but not impossible and

Ken believed that the Penrith to Keswick section had bridge strengthening works carried out by the LMSR in the 1930s along with the installation of a new 60-foot turntable at Keswick for which Guy Wilson had the proposed drawings from the LMS Chief Engineer's Office Works Section at St Pancras (LMS) Chambers, dated 12th July 1938. **Steve Leece** believed that the turntable was installed in 1939, which allowed Black 5s, Jubilees and Royal Scots to work there.

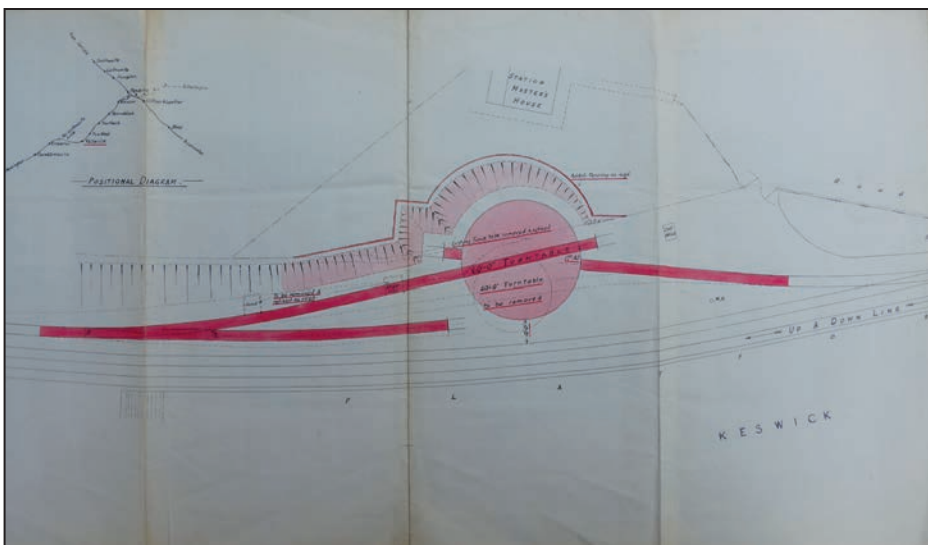
Richard Maund advised that the LMS Weekly Notice shows Redhills Junction signal box closing on Sunday 12th June 1938 and Eamont Junction signal box closing on Sunday 10th July 1938, being replaced by IBS (intermediate block section). The curve between the two had been closed on 5th February 1935.



Penrith No.1 Signalling diagram. Allan Beck. On the closure of Redhills Jn. and Eamont Jn. signal boxes in 1938 a new illuminated diagram was provided in Penrith No. 1 to control the expanded area. It looks as though this is a signalman's training session ready for implementation with the white lines showing track circuited lines.



The current view of the A66 at Redhills looking west. Ken Harper.



Plan of the 60-foot turntable at Keswick prepared by the LMS Chief Engineer's Office Works Section based at St Pancras, dated 12th July 1938. J. Hammond collection.

Challenge No. 82

"The railway is still busy."

Derrick Codling started the responses off with a number of observations including that the loco was 44511, it was hauling a class 2 train, and there was a gunpowder wagon stabled in the yard along with a few wagons. The signalman had also been busy in his allotment, and the rhubarb and cabbages seemed to be doing well! **Les Gilpin** confirmed it was an Up passenger train passing through Silverdale, with Trowbarrow lime works in the centre right background. In the Goods yard, Les also noted the former Furness Railway gunpowder van body and a Midland Railway van body on the loading dock.

Graham Worsnop advised that the photo was by I Pearsall (PEC819) taken at Silverdale of LMS 4F 0-6-0 44511 on the 10.27am Barrow to Morecambe service on 29th July 1952.



opened as required to allow the trip train access to High Duty Alloys Factory on the remains of the Gilgarran Branch.

John Dickie confirmed the location, as he grew up there, commenting that dereliction had already set in, but things got steadily worse as the main wooden building was burnt down after being ignited by a spark from a passing loco. **Allan Beck** was able to fill in some details about the incident, which happened in September 1956 when Driver Tom Lowrie (ex-Moor Row MPD) and Fireman Les Jackson both from Workington MPD took 4MT 43009 light engine from Workington MPD to Moor Row to collect coaching stock for the workmen's service between Moor Row and Sellafield. Upon their arrival at Sellafield the signalman there told them Control would like a word with them as it transpired that a stray spark had set fire to the wooden station building.

Allan Beck added that the signal that is in the 'off' position was No.33 Up Main Home No.2 and the bracket was signal

No.35 Up Main to Branch; the Branch was the remnants (with a buffer stop) of the line down to Parton, and he added that it was used for storing rolling stock in later years before closure. Answering the question asked by Les regarding the buffer stops, Allan advised that they had been knocked down and replaced with a sleeper secured with chains placed over the rails on the Coal Siding, which incidentally was used by E. Lamb who was the Distington Coal Merchant. The last wagon of coal was emptied on 28th June 1963. Allan added that the site is now in the hands of developers who have had planning permission to build 50 houses.

Graham Worsnop confirmed that the photo was by I Pearsall (PEC821) taken at Distington Joint Station, with a view looking from the signalbox towards the platforms of the Down Starter signal on 30th July 1952.

Allan Beck added that the description was wrong for the signal and it was actually the Up signals, as pre-1973 it was the Up direction towards Carlisle.



Challenge No. 84

"Bridge and unusual signal."

Gwyn Jones noted that, whilst the signal in the foreground was maybe unusual, the ones beyond it were unmistakably Midland Railway ones. **Howard Quayle** was certain the location was Hawes station looking towards Garsdale, adding that it was a Joint station (MR & NER Joint Committee) with the eastern boundary of joint management being a short distance east of Hawes box, around 30 yards beyond the point where the loop finished and became single track towards Askrigg. The western boundary of joint management was just where the loop ended and became single track, and this could explain why the post with two arms is a Midland Railway installation, as it would lie just beyond the boundary on MR property.

Martin Tordoff posted a photo of the view looking west which he took on 3rd May 1964, just a week after closure and showed the track in situ but the signals and their posts removed.

Ken Harper advised that the photo was by I Pearsall (PEC868) with the description 'Signal at end of loop / siding' and a date of August 1952. The location was also 'not known', but the discussion on the Challenge was able to fill in some of the missing detail.

Challenge No. 85

"Glazed roof needs attention."

Allan Beck advised that the roof belonged to Workington Main and covered the two sidings to the south of the main station building. In later years the sidings were used for stabling locos and the

stock for the Whitehaven to Huddersfield TPO. Allan commented that the stock in this photo was stabled in one of the centre roads. The roof was demolished some years ago and both sidings which it covered are now used to stable DMUs for Northern Rail. Allan also thought that the TPO Tender looked like an ex-LNWR one. Keith Fenwick advised that the TPO was ex-L&NWR Diagram D392, as there is a 1954 photograph in Jenkinson's LNWR coaches book of an identical vehicle in almost the same position.

Graham Worsnop advised that the image was by I Pearsall (PED039) taken

at Workington Main station of LNWR Royal Mail Postal TPO M30320 on 14th September 1949. **Ken Harper** asked what Postal services would be running from Workington in 1949. **Nick Stanbra** replied to say that the TPOs were suspended during World War II with the majority being reintroduced in 1946. Nick advised that the train in the photo would be the stock for the Whitehaven to Preston TPO, which would be staffed from its origin, adding that in later years the train was extended to Stalybridge and finally Huddersfield.



The view looking west from Hawes station, taken a week after closure on 3rd May 1964. Martin Tordoff.



Challenge No. 86

"Carriages going nowhere."

John Dickie and **Les Gilpin** both guessed Seascale, with Les recalling that Trip No.97 ran between Moor Row or Corkickle and Millom. **Ron Herbert** advised that the Freight WTTs for Summer 1955 and 1956 showed Target 97 as being a daily 9.30am Millom to Egremont working.

However, it was the stabled coaches in the goods yard which caught the most attention. **John Dickie** wondered whether they were stabled in between duties for the workmen's services or they may have been waiting possible conversion into camping coaches. **Graham Worsnop** was intrigued by the fact the coaches were stabled in the yard, noting that it was common for Seascale to be a destination for Sunday School excursions from locations such as Workington and Maryport with the carriages being stabled in the sidings for the duration of the visit; however, he thought these coaches were unlikely to be an excursion train. Graham added that in the 1950s and 1960s, the workmen's carriages laid over in the siding on the east of the Up line, between Seascale box and Seascale South. Turns included dropping off workers at Sellafeld, and forming the staff train or Millom school train. There was a set of carriages which remained in the area all day and Graham thought that the Moor Row train stayed in the Sellafeld sidings, so wasn't sure why it would come all the way down to Seascale. **Howard Quayle** referred back to an image he had

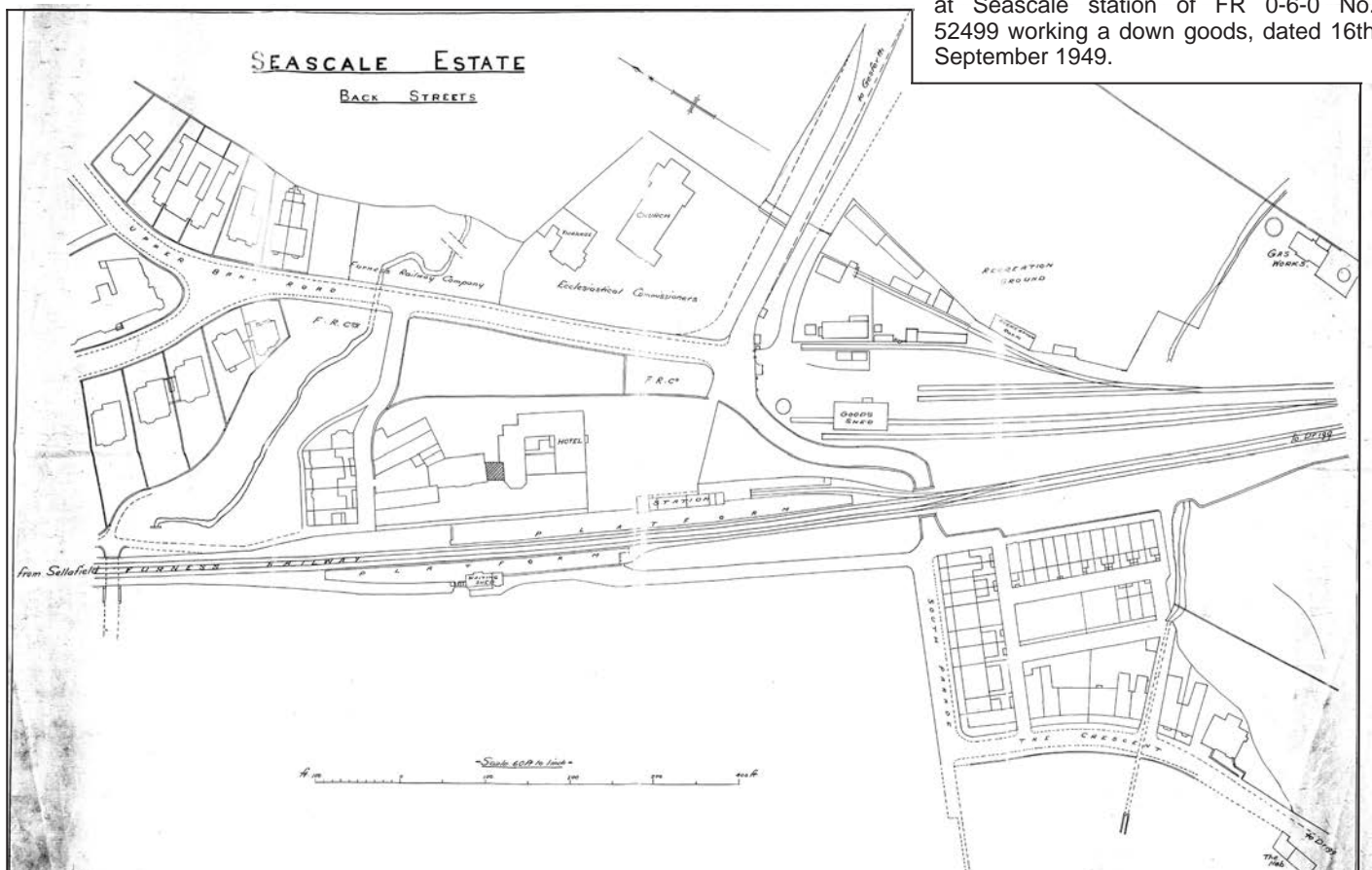


included in 'The Furness Railway – A View from the Past' (Ian Allan 2000), which was taken in 1936 and showed a similar rake of coaches in the sidings. Graham thought that prior to establishing the ROF factory at Sellafeld in 1940 there wouldn't have been any workmen's trains going there from anywhere, as the area was just farmland and the railway junction. Graham didn't believe that there would be a need for stabling carriages at Seascale yard, or were there passenger trains terminating / originating at Seascale? **Ron Herbert** suggested that the coaches were perhaps stabled for use in the summer period, with non-corridor stock, such as the ones shown in the photo, being stabled throughout West Cumberland during the winter months. Ron recalled that in the late 1950s when he worked in the Telegraph

Office at Lancaster, each Monday morning every station on the LMR compiled a list of the coaching stock on hand and sent it through to Crewe. In the case of West Cumberland locations the details were sent to Workington Main, who in turn sent them through to Lancaster first. Ron added that places such as Moor Row often had a large number of vehicles stabled.

Richard Maund asked what freight activity would take place in the sidings as they would have been built for some purpose. **Graham Worsnop** advised that there was general merchandise for the local area such as domestic coal and also coal for the village gas works, but wasn't aware of any livestock being transported. The coal traffic would have tailed off by the late 1950s.

Graham Worsnop advised that the image was taken by I Pearsall (PED042) at Seascale station of FR 0-6-0 No. 52499 working a down goods, dated 16th September 1949.



Track plan of Seascale. CRA plan E169a.

Challenge No. 87

"More of a stain?"

Derrick Codling started the responses off to the Challenge by saying neither a stain nor a blot on the landscape and that 'Route 66' was just beauty in the eye of the beholder, adding that they may now use an upper case 'A' at the front of the number but that does not mean it is a better world. Derrick added that what a wonderful scene it was, too far to cycle in one day, but only one car in sight parked on the side of the road, not even close to Barnard Castle but going in the right direction. **David Hunter** thought it was a great photo and was ready to jump in his time machine as soon as the date was known to go and watch the train pass. David also recognised the background view from his many trips over the A66 and thought it could be Brough that was lying in the valley below the line. Taking a complete guess, he wondered whether the train was departing east from Barras station and about to cross the small road at the junction near Crag Green. **Les Gilpin** and some Facebook responses thought it was Barras too.

Howard Quayle was intrigued by the vehicle parked on the road, and assumed that it belonged to the Pearsalls. It had all the hallmarks of a pre-war vehicle, and this would tie in with the closure date of Barras station, which Howard advised was 1st December 1952 when the station closed to freight and became an unstaffed halt.

Graham Worsnop advised that the photo was taken by I Pearsall (PEF358) of LMS 2MT 2-6-0 46480 on a passenger train at bridge 108 near Barras on 29th August 1952.

Challenge No. 88

"Long gone scene – but where was the signalbox?"

The clues offered by **Tony Jenkinson** included: 't'old grey town'; the one-time family home of the last wife of Henry VIII was just off camera to the right; the destination of a Windermere schoolboy's first school trip; a visit to Ms Parr's father's ruined big house; tales of secret passage ways underground between the Castle and the Castle Dairy on Wildman Street, and; the memory of an Ivatt class 2-6-0 banking an afternoon goods train towards Oxenholme. Tony added that his paternal grandfather worked in the goods depot at Kendal between 1963 and 1965. **Howard Quayle** thought the photograph dated in the early 1950s, as the BG van behind the Down platform was in 'Blood and Custard' livery, which it would have received around 1950 or later. The three lorries in the yard were all old designs, Howard thought that they were AECs or Albions. **Roger Mason** added that the photo was definitely pre-1964 as the Upside buildings were demolished during that year.

Regarding the question which was posed in the caption, "Where was the signalbox?" Tony advised that the photo was taken from the iron bridge which spanned the goods yard as well as the line to and from Windermere, so the box would



be behind the photographer between the main lines and the goods yard tracks. The signalbox was replaced with a flat roofed late style ex-LMS box in 1955, which closed in 1973, and the frame was reused in the box at Kirkby Stephen. **Allan Beck** confirmed that the frame from Kendal was used in Kirkby Stephen, which opened in October 1974 replacing the original Midland signalbox there.

Ron Herbert was able to identify that the parcel vehicles in the Down bay were for W400 6.35pm Kendal to Kilburn parcels with the rest of the train stood in the Up Carriage sidings next to the Up line, which would have been brought into the station and loaded with K's shoes. He noted that the lead vehicle in the carriage sidings was a Stove R brake, which was normally seen on milk trains.

Graham Worsnop advised that the photo was by I Pearsall (PEF399) taken at Kendal of a general view looking south along tracks, signalbox on the left, and station in distance, dated 6th September 1952. **Ken Harper** noted that there was no

sign of the signalbox and as the photo was dated 1952, which was prior to the new BR box opening in 1955, asked where was the ex-LNWR box in relation to its replacement? **Tony Jenkinson** responded to advise that in Harold Bowtell's 'Over Shap to Carlisle' book the original signalbox at Kendal was located on the same side of the tracks but 22 yards south of the position of its replacement. Harold's book recorded the box as an ex-LNWR 'Type C', the same type as Windermere, Clifton & Lowther and Eden Valley Junction. **Andrew Naylor** advised that Les Gilpin had a photo of the two 'boxes' which Ken posted, adding that the photo was taken on 6th July 1955, with the new one opening on 25th July.



Two signalboxes at Kendal. Les Gilpin.

Challenge No. 89

"Radios, HV clothing and much more H&S was to come later."

Tony Jenkinson confirmed that the photo was taken at Lancaster Castle looking north, possibly with two Green Ayre men walking back to their depot. Tony spotted that there were at least two pairs of articulated coaches in the set being propelled back into Platform 5. Tony asked whether a propelling move of this nature needed to display a lamp on the leading

vehicle. **Gwyn Jones** answered by advising that no special lamp was required on the leading vehicle during propelling, as the guard (as pictured) would be able to operate the 'butterfly' (which was the flap/flag that indicated the operation of the communication chord) that could be operated by a member of staff to release the vacuum or air pressure as required.

Derrick Codling advised that the signal which can be seen in the photo was controlled by Lancaster No.4 box and the route is set for the train to propel into an unoccupied Platform 6. Derrick added that the box was double manned on the early

and late turns and recalled that the frame was a LNWR type. The electric service to and from Lancaster ran every half hour on weekdays and originally went into Platform 6, but when the facing crossover was installed the trains used Platform 5 allowing a cross-platform interchange with Platform 4.

Graham Worsnop advised that the photo was by I Pearsall (PEF572) taken at Lancaster Castle station of C883 setting back into Platform 6 from the north before heading for Green Ayre, Hellifield and beyond. The date was 19th April 1953.





Challenge No. 90

"All steam and smoke and not much load!"

Tony Jenkinson commented that ex-LNER 0-6-0s had confused us before and this was an ex-North Eastern version, a LNER J21. Tony guessed that the photo was probably taken around 1952, based on other recent Challenge photographs, which **John Pickup** agreed with, as the loco, 65047, was allocated to Kirkby Stephen from nationalisation through to its withdrawal, which was on 29th December 1954.

Tony noted that the location was on the eastern approach to Kirkby Stephen East, at Stenkrith with the sidings in the background. A post on Facebook identified

Stenkrith sidings and commented on the NER Central Division bracket signal which controlled movements into the Down Platform (the main signal on the left), then the Down Goods and Down Goods Independent. **David Gibson** added that the view was from the public road bridge (No.145) which was where Nateby Road at Kirkby Stephen crossed the railway.

Regarding the wagons, **John Pickup** wondered whether the sheeted opens, especially the first with the mounded load could be lime from Merrygill Quarry, as John believed that there was a limeworks there and that the one at Flusco shipped out very similar looking loads in unfitted highs. He also wondered whether the

empty hoppers took coal in.

Graham Worsnop advised that the photo was by I Pearsall (PEF686) taken at Kirkby Stephen with NER J21 0-6-0 65047 on a Barnard Castle to Kirkby Stephen mineral train. No date was given.