

The 'Lockdown' Challenge

Challenge Images No. 7 — Numbers 91 to 99

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. 91

"Even then, no longer a junction."

Even being on holiday in Scotland didn't stop **Tony Jenkinson** responding to the Challenge in the 'wee' hours of the morning, as he thought the photo was taken at Brampton Junction with two Metro-Cammell 2-car units heading east towards Newcastle. **Derrick Codling** picked out three things from the image: first, there was a passenger leaving the station; then he noticed the small black car on the opposite side of the photo and wondered whether this could have belonged to the photographers, and lastly; the photo was taken in the era before class 2 headcodes for trains, when the categories were A to G. The 'B' displayed on the front of the unit denoted the train was inter-regional on route 6, which was to help signallers determine which train it was and the destination.

Howard Quayle added more detail, advising that Lord Carlisle's Railway ran off to the left, in the large space above the signalbox, while the line from Brampton Town, which was served by the 'Brampton

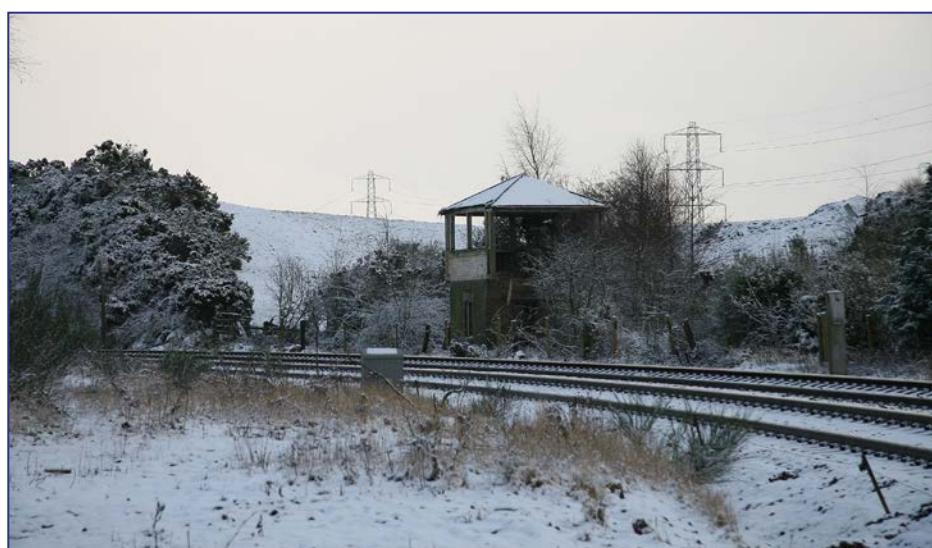


Dandy', came in to run behind the waiting shelter on the Newcastle-bound platform. Howard added that the station was also

known as 'Milton' as it is close to Milton village. Howard advised that the black car which was parked on the road was almost certainly a Standard Eight or Standard 10, which were in production between 1953 and 1959.

After looking at some old maps of Brampton Junction, **Neil Smith** noticed that the Brampton Town platform didn't have a run-round loop alongside it, but did have a loop a short way down the branch, meaning that trains would have to propel back after their arrival to run-round and then propel back into the station before departure. Howard advised that the line between the Junction and Town was horse-worked until 4th July 1881, which wouldn't require any run-round moves! Howard added that there was a short period of closure, but when the branch reopened on 31st July 1913, it was worked by a NER BTP 0-4-4T with a NER push-pull set, which eliminated the need for any run-rounds.

David Gibson advised that the signalbox was demolished in late September 2010.



Brampton Junction signalbox taken in early 2008 before it was demolished in September 2010. David Gibson.

Graham Worsnop advised that the photo was taken by Peter Robinson (102a01) of a BR Class 101 DMU heading east from Brampton Junction, in 1969.

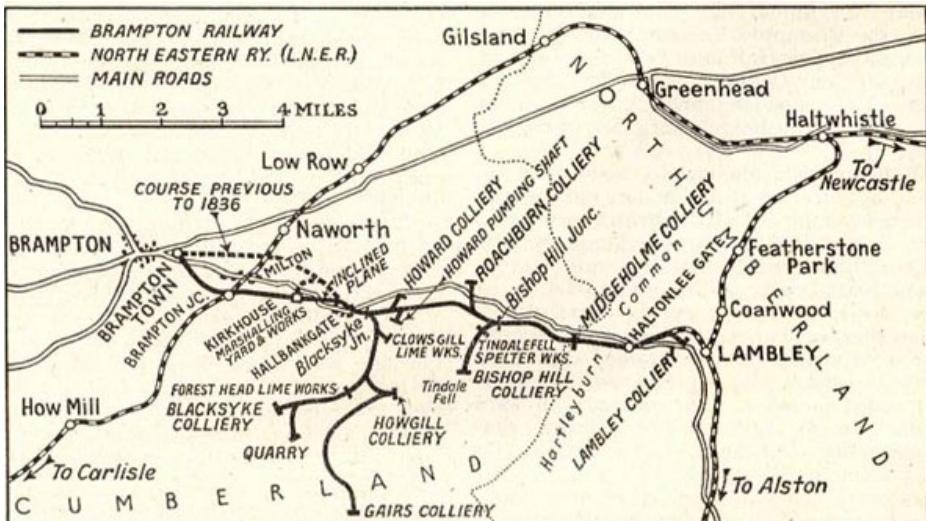
Challenge No. 92

"Pick up, drop off, pick up, drop off and so it goes."

Tony Jenkinson, still on holiday in Dingwall, was the first to respond giving some detail on the loco, but he had no idea of the location. Tony advised that Stanier 2-6-4T 42613 was allocated to Oxenholme from around 1948 until the depot closed. It then went to Carnforth until April 1966. Tony added that in 1965 the loco received an overhaul at Cowlairs and came back to Carnforth immaculate and fully lined out; in fact it was the cleanest Carnforth loco Tony had ever seen! After Carnforth, the loco transferred to Birkenhead where it finished its working life on the Chester / Birkenhead sections of the expresses from Paddington.

Les Gilpin wondered whether the location was Ingleton Midland and if the train was the same one we had seen in a previous Challenge. **Ron Herbert** advised that it was in fact Ingleton LNWR station. Ron included a photo of the Control Office board taken in 1962, which showed both the Midland and LNWR stations, by this time, the former LNWR station had one coal siding on the down side with a ground frame to serve it.

Graham Worsnop confirmed that the photo was by I Pearsall (PEF772) taken at Ingleton LNWR station of LMS 4MT 2-6-4T 42613 shunting in the yard with the 2.20pm Ingleton to Tebay pick-up goods, taken on 31st December 1953.



Brampton Railways map from CRA collection (Phil Tuer)

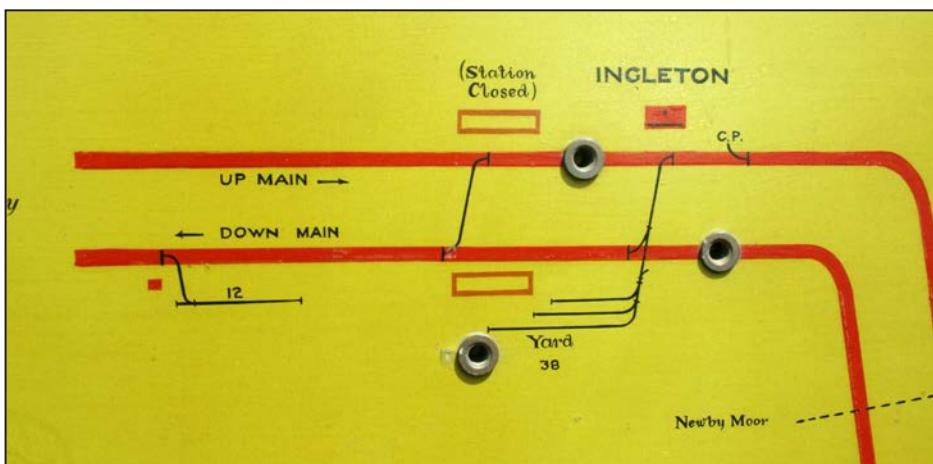


Photo of the layout at Ingleton in 1962 from the Carnforth Section Controllers train board in Preston Control. Ron Herbert.



Challenge No. 93

"Go on, get off my line."

Ron Herbert was first to respond with just 'Spike Island', which intrigued a couple of members. Ron later explained that he hadn't heard the name mentioned for 30 years or more, but he immediately thought of it when he saw the photo. Ron continued to say that when his father was a relief station master in the mid-1950s, he always referred to Tebay as Spike Island. When Ron started work in Lancaster Telegraph Office and later in Preston Control, people would refer to Tebay as Spike Island, but he had no idea why. **John Pickup** did some research and found two examples, one from the Cumberland & Westmorland Herald which read "Tebay, nicknamed Spike Island by the Irish workers who built the railway line in the 19th Century, because of the area being so cold, wet and bleak." The other, on the Lunesdale United website, read "Tebay was also the home base for steam engines that supplied the extra power needed to climb to Shap summit. This is one of the reasons why Tebay is also known as Spike Island.", but the relevance of this is unclear. John added that "Tasmania is also known as Spike Island, and there are Spike Islands in Bristol, Southampton, Enfield and Cork. The latter was home originally to an Irish monastic settlement, followed by a fort and a prison. The fort was originally known as Fort Westmoreland (sic), but was renamed Fort Mitchel after an Irish nationalist who was imprisoned there in 1848." **Ken Harper** recalled that Teddy Foster, an old signalman friend of his, used to refer to Tebay as Spike Island, which Ken vaguely recalls had something to do with the Boer War; however, he had heard others refer to it as Spike Island as well.

Going back to the photo, **David Hunter** noticed the flat-roofed box and the other line in the background and thought it was Tebay NER Yard. **John Pickup** advised that the 4F No.44469 was allocated to Tebay between 1948 and 1954 before moving to Carnforth and then on to Upperyb. Whilst at Tebay the loco would spend a lot of its time working coke trains and empties south to Furness. The photo looks as if the loco has arrived with the empties on the Main, detached the brake van and is reversing the empty hoppers into the yard.

Graham Worsnop advised that the image was taken by I Pearsall (PEF822) of LMS 4F 0-6-0 No.44469 setting back past Tebay No.3 (NE) signalbox with coke empties from Lindal on 28th April 1954.

Challenge No. 94

"Snow, Steam, Speed?"

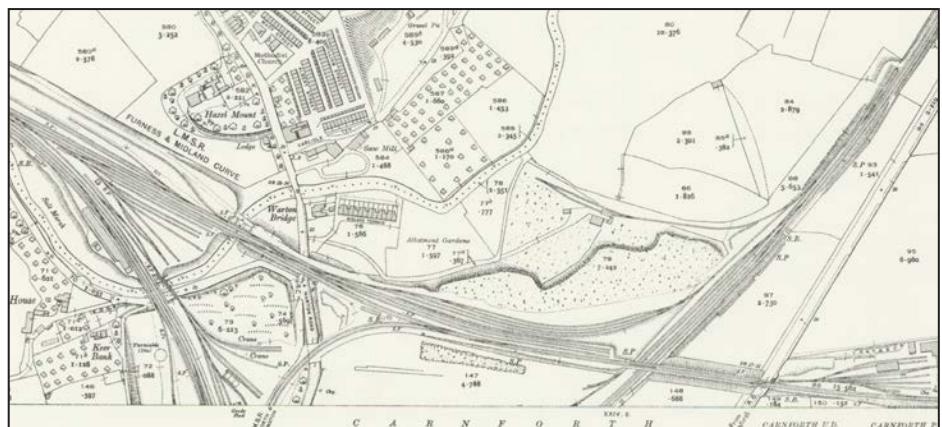
After spending some time puzzling over the houses in the background and initially ruling out Carnforth, the East Junction bracket signal and the Nissen hut confirmed **Tony Jenkinson's** thoughts that Skipton's Johnson 3F 43295 was pulling away from Carnforth on the Furness and Midland line, having just crossed the WCML and about to pass over the A6 road. Tony noted that



on the extreme left of the photo part of the Nissen huts could be seen in the old Carnforth iron works site, and the houses in the background were at Millhead, which were apparently built for the workers at the Iron Works.

John Pickup provided a detailed

explanation of the train's working (based on the Winter 1956/57 timetable), advising that it was likely to be the 12.40pm Carnforth to Skipton Class H. He went on to say that there were not many freights over the route other than the 5.55am Carnforth to Roundwood, and the 8.40pm Carnforth



The map showing the Millhead area of Carnforth. Reproduced with the permission of the National Library of Scotland. Posted by Tony Jenkinson.

to Oakenshaw, both of which John thought would be mineral empties returning back to Yorkshire. John had always thought that the 12.40pm was likely to be the return working of the 8.10am Skipton to Carnforth, with both trains classed as 'through freights' but were rather like long-distance pick-ups. John noted that the outward service departed Skipton at 8.10am and called at Gargrave 8.30am - 8.40am, Clapham 9.33am - 9.43am, High Bentham 9.58am - 10.06am, and Wennington 10.18am - 10.40am, before arriving at Carnforth F&M Junction at 11.24am. This was just nice timing to turn round, with maybe a trip to the MPD, before bringing the 12.40pm back. John advised that on Tuesdays to Saturdays, the 12.40pm departure only called at Wennington 1.20pm - 1.30pm and Settle Junction 2.30pm - 2.42pm for other

trains to pass - the latter being for the Up 'Waverley', timed to pass Settle Junction at 2.32pm. Arrival in Skipton was timed at 3.20pm, just a nice out and back turn within the eight hours.

On Mondays, the return working departed at 12.30pm and called at Borwick 12.45pm - 12.55pm, Arkholme 1.10pm - 1.20pm, Wennington 1.36pm - 1.44pm, and Low Bentham 1.55pm - 2.01pm, all for traffic purposes. It then recessed in Bentham Loop 2.06pm - 2.18pm for the 1.10pm Heysham Moss to Newport ICI tankers to pass. The train then went forward to Clapham arriving at 2.50pm, where it seems the loco stabled its train and ran back light departing at 2.55pm and arriving Skipton MPD at 3.50pm. John seemed to think that the wagons which were left at Clapham on Mondays would be collected

by Hellifield's 72 Trip, which departed at 9.05am and ran to New Zealand Sidings. The return working departed at 1.10pm with a loco and brake van running to Clapham where it arrived at 2.00pm; then it departed at 3.12pm for Hellifield arriving at 4.55pm. For the rest of the week, Trip 72's returning loco and brake van called at Wennington and High Bentham for traffic purposes reaching Clapham at 3.00pm.

Graham Worsnop advised that the photo was taken by I Pearsall (PEF952) of Midland Railway 3F 0-6-0 43295 at Carnforth East Junction working the 12.40pm Carnforth to Skipton goods on 14th January 1954.



Challenge No. 95

"Ooh, smart!"

Les Gilpin and **Gwyn Jones** both guessed Lancaster but couldn't confirm the date. Gwyn noticed that the Distant arm was not 'off' suggesting that the train had possibly terminated and was about to shunt.

Tony Jenkinson was able to fill in the detail by adding that the locos 45425 and 45454 were both allocated to Springs Branch at Wigan and were working the Royal Train which was taking the Queen around the UK following the Coronation. The date was 13th April 1955. The train had taken her to Morecambe, where she subsequently travelled by road to

Lancaster, where the Royal Party re-joined the train, and later in the day they attended a Royal Variety Performance at Blackpool Opera House.

Graham Worsnop advised that the photo was taken by I Pearsall (PEG357) at Lancaster Castle of LMS 5MT 4-6-0s 45425 & 45454 on the Royal Train, dated 13th April 1955.

Challenge No. 96

"Is it Up on the Down or Down on the Up?"

Derrick Codling thought that the fully loaded ballast train was stood on the Up line, having arrived on the Down and crossed over. **Ron Herbert** and **Howard Quayle** advised the train was stood at Southwaite, with Howard adding that the photo was looking towards Penrith and the image could be from the 1966-1969 period when CWR was being laid on the WCML. **Ken Harper** advised that the date was the 25th September 1966 and the train was part of the modern relaying of the WCML through Cumberland, which included deep digging, deep ballasting, installation of concrete sleepers and laying of CWR. The work also saw the removal of many under used points and crossings.

Howard noticed the member of staff lying on the embankment next to the loco and wondered whether it was a hot day? Ken added that perhaps he had put too much effort into his endeavours and was taking a rest. Ken also recalled that long before contractors came to be used, other departments, including platform staff, parcels delivery drivers, signalmen etc., were recruited for weekend work to assist the P-Way team. Ken once volunteered and was given a crowbar, which seemed taller than him and extremely heavy, so he never went back again, spurring him on to gain promotion and an easier life for an increased income! Ken also noted that Southwaite signalbox was the first box to close with the opening of Carlisle PSB, and this took place on Sunday 18th February 1973. He added that the Up and Down loops had been taken out of use in 1971, with the facing crossovers operated by Emergency Ground Frames under the PSB Control until they were removed around 15 years ago.

Graham Worsnop confirmed that the photo was by Harold D Bowtell (BO0023) of BR 9F 2-10-0 92080 stood tender first at Southwaite with a ballast train on the Up Main alongside the passing loops, taken on 25th September 1966.

Challenge No. 97

"What is the hidden gem still in operation today?"

Tony Jenkinson correctly guessed that the hidden gem behind the WD 2-8-0 was the Midland Railway signal box at Culgaith which controls the level crossing where the B6412 road crosses the railway. Tony noted that Culgaith was one of only two level crossings on the Settle and Carlisle line, with the other being Low House, which was 15 miles further north. **Les Gilpin** noted the contrast between the immaculate condition of the station and its clock showing 4.10pm and the unkempt appearance of the locomotive as it headed north through the station.

David Hunter had checked his 'Stations & Structures of the Settle & Carlisle Railway' book by V.R. Anderson & G.K. Fox's and it stated that the local vicar, the Revd G.W. Atkinson, with some local landowners had written to Derby requesting a station for



the village. The Midland Railway Board had originally refused one, but the locals persisted and the Board had asked John Crossley (MR Chief Engineer) to discuss the matter with the Vicar. 'Discussions' were obviously had and were favourable, but were apparently dependent on the local authority constructing and maintaining a suitable road from the village, which was done, but crossed the railway needing a level crossing and crossing keeper's house, which formed the basis of the station building design, hence the different style. David added that the station opened on 1st April 1880, became an unstaffed halt on 2nd January 1967 and was closed to passengers on 4th May 1970.

Graham Worsnop advised that the photo was by Edwin Cowper (COWP209) of WD 2-8-0 90141 running light north through the station in June 1963. Ken Harper also posted another photo [see next page] taken by Edwin Cowper, which may have been taken on the same day, as it is 15 minutes later on the station clock than the original photo, showing the Down Thames-Clyde Express approaching the station. The partial wooden Up platform can be seen as well as the signal box

and level crossing. The wooden level crossing gates and associated large operating wheel in the box were removed in the late 1970s and were replaced by barriers. Culgaith signalbox now also controls the Down IB signals at Lazonby and is still operating on a 24/7 basis.

Interested in the railways of the north west?

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Membership details can be found on our web site at www.cumbrianrailways.org.uk



The Thames-Clyde Express heads north through Culgaith. The partial wooden Up platform can now be clearly seen as well as the signalbox. Photo by Edwin Cowper from the CRA Collection.

Challenge No. 98

"3 or 4 loaded trains departed here daily."

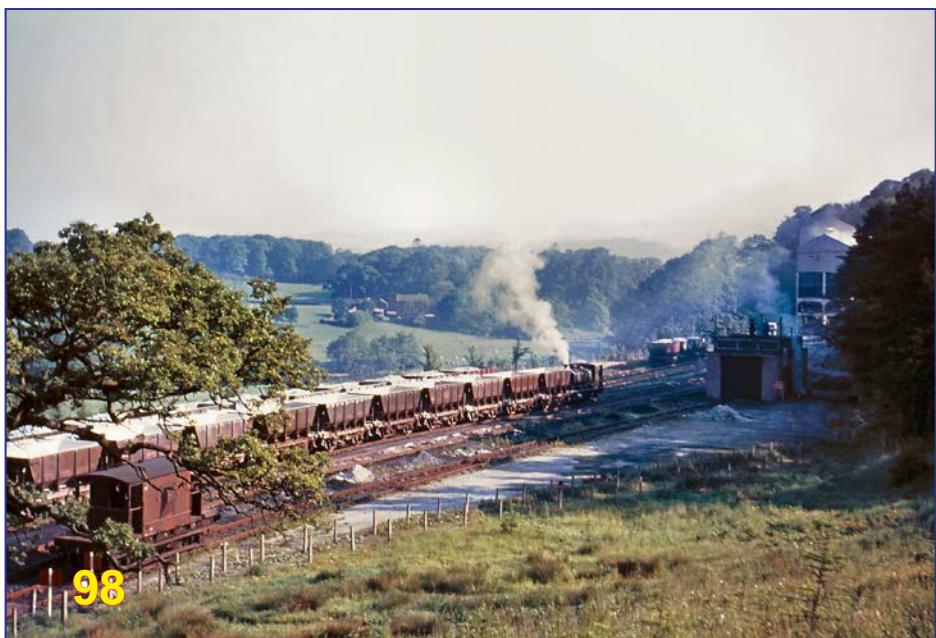
Tony Jenkinson asked if there was a tall woman close by and believed she had a lot of daughters. He also noted that there was only a small shunting loco in the photo but perhaps the 9F was stood around the 291 milepost. **Derrick Codling** added that he would see the wagons in the photograph pass through Feniscowles in the heart of Lancashire loaded and sheeted on their way to Widnes.

Nick Stanbra, Peter Holmes and Keith Fenwick all knew it was Long Meg Gypsum sidings, though the shunting loco was the initial main discussion in the responses. **Peter Holmes** advised that the shunt loco was a Barclay 0-4-0ST and was the property of British Gypsum. Confusingly, British Gypsum had two similar Andrew Barclay locos named W.T.T. (William Thomas Trimble) and W.S.T. (William Stuart Trimble) both of whom were directors of British Gypsum. Peter confirmed that they were Barclay 2134 of 1942 and 2361 of 1954 respectively.

Peter advised that The Industrial Railways Society's records, compiled from members' observations, have W.T.T. working at British Gypsum's Cocklakes Works near Cumwhinton and their Thistle Works near Kirkby Thore, with various movements between, but it was never observed at Long Meg. They show that W.S.T. was new to Long Meg and moved to Cocklakes in 1969. The fact that W.T.T. was never seen at Long Meg didn't mean it was never there, as industrial locomotives did move about, particularly when an operator such as British Gypsum had multiple sites relatively close together.

Graham Worsnop advised that the photo was taken around 1964 and Peter added that W.S.T. was at Long Meg until 1969, which suggested that would be the loco in the photo.

John Pickup asked a question about the wagons, as he had noticed in photographs that some were sheeted and others weren't, including the ones from Long Meg. John wondered whether the



sheeted wagons carried a more processed or powdery material with the unsheeted ones carrying raw lumps of mineral. In trying to find an answer to his own question, John had asked a former colleague of his, Tom Elliott, who was a Mine Manager at the Marchon Sandwith Anhydrite Mine. He responded that "Long Meg was managed as part of the Kirkby Thore BG Group and only mined anhydrite as far as I remember, supplying it by trainload to USAC at Widnes. There was a Muller-Kuhne set-up at Widnes similar to the Marchon Solway operation, but with, I think, only 2 rotary kilns. I assume USAC had to have dry anhydrite as part of the pulverised feed to the kilns so I would think sheeted wagons would have been used for the material, and it would have had to be reasonably graded, 150mm or so, to minimise the dust problem. Long Meg had indeed been a gypsum mine started in 1895 - long before anhydrite became used in a viable process - and there was an old plant at Cocklakes, near Carlisle, making plaster products before the large Kirkby Thore complex was established.

The Sandwith Mine, which I managed, mined anhydrite only, starting in 1952 and supplying a two-kiln operation, with some external rail borne sales to Prudhoe where ICI had an ammonium sulphate operation. There was a rail-loading facility just past the entrance to the north mine drift, and wagons travelled by the Howgill Brake to Corkickle sidings to form train loads to Tyneside. There were never any imports from Long Meg or anywhere else. Eventually, expansion was to realise three additional larger rotary kilns to make 7,000 tonnes per week each acid and cement.

The mine had two anhydrite seams, both over 4m thick, overlain by St Bees Shale, which had satin spar gypsum bands in the lower measures. Output was 800,000tpa at maximum plus 100,000tpa shale to form part of the Solway acid/cement plant feedstock. Offtake to Prudhoe ceased around 1966. The Solway acid/cement operation continued until 1977."

John concluded from this information that the sheeted wagons carried dry anhydrite and the unsheeted ones carried the rough-mined mineral. It would also

seem that the anhydrite was mined directly at Long Meg and not made by roasting gypsum. **Ken Harper** posted a photo of an Up Long Meg service taking water at Blea Moor, which seems to show sheeted wagons at the front and unsheeted towards the rear. Ken added that the Anhydrite Wagons were fitted, whereas the 21-ton hoppers towards the rear may not have been fitted, which could explain the reason for marshalling them in that order.

The discussion then turned to the workings and locomotive diagrams of Long Meg services. **John Pickup** listed the pattern of workings for weekdays during the Winter 1956/1957 period and whilst they were shown to run to Walton or Adlington, he was sure they eventually ended up at Widnes. John was puzzled as to why some of the trains had a long layover at Hellifield:

9.00am Long Meg to Walton stopped at Hellifield 12.09pm - 5.20pm

2.55pm Long Meg to Adlington stopped at Hellifield 7.22pm - 7.29pm

8.54am Widnes Central to Long Meg stopped at Hellifield 12.52pm - 7.35pm

11.10pm Walton to Long Meg stopped at Hellifield 1.47am - 2.00am

Tony Jenkinson came across some details for the workings of the Long Meg services, which indicated that the 1961 timetable showed some of the empty trains being stabled at Langwathby. On a Friday afternoon, for example, a light loco would work from Kingmoor to Langwathby arriving at 12.55 to collect the empty wagons and would trip them to Long Meg arriving at 14.08. There was then a 15.10 departure from Long Meg to Adlington (and then onto Widnes). The afternoon empties from Widnes were shown to arrive at Langwathby at 17.36, with the locomotive running light to Kingmoor at 18.30. **Ken Harper** confirmed that Langwathby box closed on the 27th October 1968 and thought it would have been 'switched out' for some time before that. Like a few people, Ken wasn't aware that Long Meg trains were stabled at Langwathby until reading the responses to this Challenge. **Allan Beck** confirmed that Langwathby had no facilities on the Up Main to stable Long Meg trains, but there was the old Goods shed road and another siding next to it, in addition to the Down Refuge Siding which could accommodate up to 60 SLUs (a Standard Length Unit was equal to 21 feet in length).

Ron Herbert listed four Freight workings which were shown in the WTT for September 1964 to June 1965:

6F40 9.10am (Daily) Long Meg to Widnes.

6P45 2.30pm (Daily) Langwathby to Blackburn (not Widnes).

5L77 10.45am Widnes to Long Meg.

5L78 5.00pm (Daily) Widnes to Long Meg.

Ron also added that Derrick had mentioned he would see these trains passing Feniscowles. When Derrick was covering the Station Master's position there the trains were booked to travel via Cherry Tree



BR Class 40 D325 heads south past Culgaith with 7F60, a working from Long Meg, on 6th May 1969. Kevin Hughes.



An Up Long Meg service takes water at Blea Moor. The photo shows the sheeted wagons at the front of the train and unsheeted towards the rear. Ken Harper Collection.

Junction to Chorley and from Adlington Junction to Wigan via White Bear. When the direct line via Feniscowles closed they were retimed to run via Cherry Tree Junction, Bamber Bridge and Farington Junction where they joined the WCML.

Peter Smith outlined the two weekday loco diagrams in 1971, which by this time were worked by Class 40s:

Diagram 1

0F55 01.45 (MX) / 02.35 (MO) Carlisle Yard F&I point to Long Meg arrive 02.33 (MX) / 03.22 (MO)

6F55 03.14 (MX) / 04.00 (MO) Long Meg to Widnes Tanhouse Lane

6P47 09.55 Widnes Tanhouse Lane to Long Meg arrive 14.52

0Z00 16.10 Long Meg to Carlisle Yard F&I point arrive 16.46

Diagram 2

0F56 11.27 Carlisle Yard F&I point to Long Meg arrive 12.13

6F56 12.45 Long Meg to Widnes Tanhouse Lane (stops Newbiggin 13.02 -13.39)

6P48 19.50 Widnes Tanhouse Lane to Long Meg arrive 00.54

0Z00 01.57 Long Meg to Carlisle Yard F&I point arrive 02.33

Graham Worsnop confirmed that the photo, according to the records (which we established in the Challenge weren't totally accurate) was by Edwin Cowper (COWP283) of an 0-4-0ST AB 'WTT' at Long Meg, British Gypsum mine sidings. The photo was recorded as having been taken around 1964.



Challenge No. 99

"Many will know the train, but where?"

John Pickup identified the train as a diverted Down Thames-Clyde Express, but there was something about the cluster of buildings in the far distance which looked familiar to John and he thought the photograph was taken on the long straight stretch of the WCML north of Penrith station. John recalls standing by the lineside staring at the gable end of the building for hours when he was younger waiting for the next northbound train to appear and rise out of the shallow cutting so he could see what it was. John wondered whether the photo was taken on a Sunday with planned engineering work, or maybe a line blockage on the Settle and Carlisle line causing the train to be diverted.

David Hunter confirmed that the location was just north of Penrith, taken at Thacka, which is about a mile north of Penrith, noting that the yellow marker by the fourth coach was the 52½ milepost. Like John, David recalled spending many Saturday afternoons down at Thacka with his mates playing in the ford on their bikes, which was a little closer to Penrith than the photo. As this was in the mid-1980s, David was waiting for Class 81s, 85s, 86s and 87s to pass by on Summer Saturday services such as Holidaymaker services, Motorail trains and Glasgow Holiday additional services to Blackpool - the last-mentioned being made up of Sealink-liveried coaches. David explained that the path in the photo which is alongside the train (from the third coach onwards) runs parallel to the railway and, until it was knocked down, you could

cross the WCML at Long Ashes via an occupational overbridge (which led down from the A6 road at Milestone House) allowing you to walk back along the Up side path (just visible to the left of the loco between the wire fence and the stone wall).

Tony Jenkinson said that he had looked at the National Library of Scotland's 25-inch to a mile map to see where Thacka was, and, given our current health care concerns in relation to Coronavirus, he was interested to see that the 1922 map showed a 'Smallpox Hospital' located in isolation in the fields between the A6 road and the railway south west of Milestone House!

Turning to the loco, Tony noted that it was one of the very early members of the production batch of BR / Sulzer Type 4s, which, whilst being fitted with train reporting number indicator boxes, also had nose end gangway doors to provide access for the train crew between locomotives when they were working in pairs. The doors were only fitted to D11 to D15, and Tony believes that these and the other 'MU' equipment were little used and were later removed.

Peter Rigby noted that the loco was D12, which was allocated to Holbeck depot in Leeds during its earliest years. Tony added that according to the information on the websites 'Derby Sulzers' and 'BR Database' the loco was allocated to Holbeck in its earliest days, but technically only for a very short time period. D11 - D16 (excluding D13) went to Holbeck between December 1960 and early February 1961 (D14 was the first to be based at 55A of the batch - D12 arrived in the February). On 25th February 1961 all of them were transferred to Neville

Hill whilst work was carried out at Holbeck to make the facilities suitable for diesel locomotives. They probably still worked on what had been Holbeck duties, and Tony believed the three main regular passenger train services over the Settle & Carlisle were scheduled to be worked by diesels from June 1961. The facilities at Holbeck were presumably completed when a large batch of Type 4s (D14 - D32) were sent there in December 1962, but not D11 / 12 / 13, which had been moved from Neville Hill to Derby in July 1962. Tony believes that the picture was most likely taken in 1963 when the engine was based at Derby. D11, D12 and D13 came back to Leeds in September 1965, and D12 appears to have stayed at Holbeck until it was moved to York (as 45011) in May 1978. It was withdrawn in May 1981.

Graham Worsnop advised that the image was taken by Edwin Cowper (COWP305) north of Penrith of BR Class 44 D12 on the Down Thames-Clyde Express (1S68) diverted from the Settle & Carlisle in 1963.