

The 'Lockdown' Challenge

Challenge Images No. 8 — Numbers 100 to 109

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. If you can add any more information to the Challenges, please share it on the Chatline. 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. 100

"Not the most photographed box in Westmorland."

Tony Jenkinson identified the location as just south of Oxenholme where the A65 crosses the railway, with Oxenholme No.1 signal box close up against the bridge. Turning to the loco, Tony guessed it could have been 46250 with collaborating evidence that there was no 'foothold' aperture in the base of the smoke deflector alongside the footplate, as he believed only 'Glasgow' and 'Lichfield' didn't get them

fitted. Tony also wondered whether the train was the 08.40am Carlisle to London Euston, which would stop at Oxenholme to attach the 'through coaches' from Windermere (departed at 9.25am). He guessed the date might be c.1962, as the loco is fitted with AWS and has the warning flashes for the overhead electric wires fitted. **Ewan Preston** agreed with Tony that the location was Oxenholme, remembering that he would spend quite a bit of time there in the summers of the mid-1960s watching the trains and also the buses, as in those days, before the Kendal by-pass was built,

the traffic would queue back from the town and Ewan would be in the hope of seeing some rare buses from Yorkshire. It was also in the days of Standerwick & Scout coaches which were part of the Ribble fleet at that time.

Tony noted that in 1964 the 8.40am from Carlisle to Euston took four hours to get to Crewe, then a further four hours to Euston. Tony would also travel on the 'through coaches' from Windermere when his Sunday school trip to Morecambe took place. The school would reserve compartments on the train and they would

travel to Lancaster, before changing onto the electric service to Morecambe. **Andrew Naylor** advised that the reason the train took so long to get from Carlisle to Euston was that it stopped at a number of stations for traffic purposes on its journey, and it was also one of the few trains to call at Shap. Andrew added that, after attaching the Windermere portion at Oxenholme, the train had four vans attached at Lancaster, which came from Heysham. Two of these vans were attached to the rear of the train and were detached at Crewe (with one continuing to Birmingham), whilst the other two were attached to the front of the train, having arrived off the 8.15am Heysham to Crewe, and would travel through to London.

Ken Harper noted the facing points which led from the Down Main to the Down Loop and that the first siding would form the trap points for the loop, but he asked what the siding on the extreme left would have been used for. **John Pickup** posted a photo from the Alec Mayor collection which showed the track layout at Oxenholme south. **David Gibson** advised that a circa 1900 map showed the facing crossover from the Down Main leading into the first through siding, with another crossover giving access to the far siding in the photograph, which then split into another siding. They all then converged at the station throat just before the Kendal Road bridge. There was also a longish shunting neck for the MPD, so together with the Up Loop and Up and Down Main there were seven parallel roads. **Ron Herbert** suggested that the siding on the left was used to dispose of ash from the shed.

Graham Worsnop advised that the photo was taken by Kevin Hughes (HUG041) of LMS 8P Coronation 4-6-2 No. 46250 on an Up Passenger at Oxenholme south taken from Burton Road bridge, with Oxenholme No.1 signal box on the left, dated 27th March 1962.

Challenge No. 101

"Somewhat north of Balham."

Tony Jenkinson responded with two cryptic clues by asking if there would be a lot of airborne equine footwear around, or perhaps he would be flogging a dead horse! He also added that it wasn't the busiest railway junction in the world. As a youngster, **Les Gilpin** could never understand why this was the busiest station in Britain, especially as he recalled there being no scheduled passenger traffic.

John Pickup commented that there was a lot to see in the photo of Clapham, for example, the train was conveying fish vans, and perhaps they were going back north empty to somewhere like Aberdeen. The vans were all Insul-fish types with some being the earlier build which had recessed doors as well as the planked and ply-bodied types. John also noticed the two rakes of loaded mineral and open wagons in the sidings to the right of the train, adding that they weren't loaded with coal, as it looked more like spoil rather than mined minerals. On the far right there is a rake of empty high-sided wagons with an



LMS 5MT 4-6-0 No. 45368 passes Oxenholme south on a Class H Up goods. The photo was taken from Burton Road bridge and shows the track layout described in the Challenge summary. Photo by Alec Mayor.



ex SR brake van at the near end. John thought they might have been stored, as they had been pushed right to the end of the siding, but wondered if the lamps on the brake van suggested that they are all in traffic. Finally, there was the rake of empty 7-planks and minerals wagons on the Up side, possibly going back to the Yorkshire coalfields, and there were a few vans in what he assumed was the goods yard at top left.

Ron Herbert confirmed that the train was the 11.55am (MSX) Bamber Bridge to Carlisle Viaduct Yard, which was shown in several WTTs for 1955 and 1956. The Western Division timetable Section M showed the timings as Hellifield 2.30pm, Ingleton Midland pass 3.20pm, Sedbergh pass 3.56pm, Low Gill* 4.04pm - 4.17pm (* Stops or shunts for other trains to pass) and Tebay 4.28pm - 5.55pm.

Ron also mentioned that the train was worked by Tebay traincrew to maintain

their route knowledge. The crew would work the 4.30am Class H Carlisle Upperby to Carnforth from Tebay (departing at 7am). This would allow them time to take the engine to Carnforth shed, then travel pass to Preston, then to Lostock Hall MPD to prepare their engine and go light to Bamber Bridge yard. Ron added that the return working for the Tebay men was their only working over the Ingleton branch and in those days, if you signed one direction it was considered you signed both directions! Ron also noted that the 'Classification and Marshalling of Freight Trains' booklet, dated 19th September 1955 UFN, showed the marshalling of the train as "(1) Carlisle and exchange, (2) G&SW, (3) Caley. At Tebay attach classified traffic in marshalling order." Ron stated that the booklet made no mention of fish vans and suggested that the freight rolling stock Controllers in Preston Control had been told by HQ to send them north from

Wyre Dock to the Scottish Region, which wasn't unusual. **John Pickup** added that the Winter 1956/57 WTT showed a 9.40am Bamfurlong to Carlisle Canal Yard, which followed the Down Thames-Clyde Express from Hellifield and took water at Appleby from 5.15 – 5.20pm.

Intrigued by the horseshoe comment Tony made, **Ken Harper** asked what it referred to. Tony recalled that there used to be a hotel / public house called 'The Flying Horseshoe' on the road close to the station approach on the east side of the railway. Apparently the building was 'listed' and dated from the late 1840s when it was formerly a lodge of the Farrer family, who were notable landed gentry of the area. Today, the 'Flying Horseshoe' name is now used by a relatively recently developed caravan park which sits on the former Ingleton branch formation (on the land seen in the photo).

Graham Worsnop advised that the photo was taken by the Pearsall brothers (PEH100) of LMS 5MT 2-6-0 No. 42950 at Clapham on a Bamber Bridge to Carlisle working, dated 12th April 1958.

Challenge No. 102

"The box looks to be closed already."

Howard Quayle thought the signal box was on the WCML north of Carlisle, and the presence of the signal wires suggested that the box had only recently been closed.

Tony Jenkinson took an educated guess and suggested that the photo was only just in Cumberland and the box was Mossband. **Keith Fenwick** agreed that the box looked like Mossband, but it was a LMS design not the Caledonian one, which

had been destroyed in an accident on 15th May 1944. The LMS box was opened a few weeks later on 4th June 1944 and closed again on 5th November 1955. The box then reopened on 17th February 1963 when the new line to Longtown was opened for access to Kingmoor Yard. **Ken Harper** added that the accident in 1944 was a derailment which had been caused by poor track. Ken wondered what had happened to the box during its period of closure between 1955 and 1963, as it was during these years that the nearby A74 main road to Scotland was dualled and the Mossband flyover constructed, which must have been very close to the box. The new Kingmoor Marshalling Yard was opened, and the associated additional Up Goods Line was constructed. The single line from Longtown to Gretna Junction was realigned to the south, joining the WCML at Mossband Junction, thus allowing Up NB trains to access the New Yard. Kingmoor PSB opened and Gretna Junction box extended its area south to meet Kingmoor's area under Track Circuit Block regulations. Ken mentioned that the only reason the box remained during the latter years was to act as a block post and control the ground frame connection at Admiralty sidings, which were off the Up Goods allowing access into the Longtown MOD complex.

Tony Jenkinson identified the loco as being 46103, which was a Holbeck engine after it became the first 'Royal Scot' to be rebuilt, and it stayed at Leeds until October 1958, when it then went south to Kentish Town. It returned north to Upperby in June 1962. Tony guessed that the picture was taken when it was at Holbeck. **Howard Quayle** noticed that the crest on the tender appears to be the one which superseded

the 'cycling lion' and that would date the photo post-1956, adding that the loco was withdrawn on 22nd December 1962.

Regarding the train, Tony believed it was an Anglo-Scottish service via the GSWR and 'The Midland', maybe the 4.15pm Glasgow – Leeds. **Keith Fenwick** agreed, as the angle of the sun would suggest it was a photo of a southbound service that had been taken in the late afternoon. There was no sign of a restaurant car, but this could have been hidden behind the signal box. **John Pickup** also agreed and thought that the 'missing' restaurant car could be the last coach and was hidden behind the telegraph poles. John advised that in 1955 the formation of the train would have been a BG, BTK, 2TK, 2CK, 2TK, BTK, CO, RC. John added that the CO and RC at the end of the formation were the dining section, which was apparently detached from the rear of the 10.30am Leeds to Glasgow at Kilmarnock and re-attached to the rear of the southbound working. A number of members were pleased to see a photo of this southbound working, as they are relatively rare because of the timing of the train.

Graham Worsnop confirmed the photo was taken by Ian Pearsall (PEH215) of LMS 7P rebuilt Scot 4-6-0 No. 46105 (although it was established that the loco was in fact 46103) on the 4.05pm Glasgow St Enoch to Leeds passenger at Mossband on 4th August 1958. Ken wondered if the only reason the box remained open in latter years was to be a block post and control access to the Admiralty Sidings, part of the Longtown MoD complex. Control was transferred to a ground frame worked off the Up Goods line when Kingmoor PSB opened and Gretna Jn. extended its area.



Challenge No. 103

"Caused much frustration in its day!"

Derrick Codling advised that it was easier to go along the A595 and then turn onto the A5093! He also said that his mother-in-law once posted a letter here one afternoon, which Derrick recalls was clearly post marked '5pm' by the postmaster, and it arrived in Warwick through his letter box about 7.25am the next morning, second class of course! **Tony Jenkinson** added that on his visits to the area for work he recalls that the proprietor of the Post Office was an ex-Southern Region train driver and ran an excellent model railway shop as part of the Post Office business.

Howard Quayle confirmed that the routing of the A595 "over the hill" around Boothwaite Nook was the official main road for many years, recalling that it was quicker and shorter than the Foxfield route. Howard wasn't sure about the date of the photo, but his 1947 OS 1-inch map did not show the A5093. At that time, the A595 was shown as running through Millom - the A5093 being a later creation as a loop off the Whicham Valley road, which was then re-numbered as the A595. However, the 1966 1-inch map shows this changed status, but the official A595 route over Boothwaite Nook was still there in that year. Today, to keep traffic out of Broughton and because (unbelievably) HGVs to West Cumbria use this route, the A595 now routes via Foxfield and the improved Greety Gate section to the former High Cross Inn. Howard noted that the photo shows the road signs pointing down Station Road, instead of up to the market square. The 1966 1-inch map seemed to confirm Howard's view that the A595 ran up to the market square, where you would turn left towards Millom, or continue to Coniston on the A595. Howard wondered if some minor changes to routes through Broughton were made in the 1950s.

Regarding the box itself, Howard noted that the line was always single track, but double-track gates were installed here, and



asked if anyone knew the reason for this over-provision? He was pretty sure that the gates were operated by a capstan wheel. **Derrick Codling** advised that four gates would be used to close the 'A' road. He also noted that gate locks were risen in the road to keep the gates in position and that there was a wooden walkway in front of the box running parallel to the track, possibly covering all the rodding mechanism or for the signaller to walk out on.

Noel Machell posted another photo of the box taken from the opposite side in June 1962. Howard noticed that the Stop signals were in both directions, and were the only signals remaining on the branch after withdrawal of passenger services. Howard had never got to the bottom of this, but guessed that Broughton Level Crossing crossed a main 'A' road and the signals would be a Ministry of Transport requirement, whereas the other crossings on the branch (such as Torver) caused minimum disruption to road traffic.

Graham Worsnop advised that the

photo was by Ian Pearsall (PEH871) taken of Broughton-in-Furness signalbox and crossing gates, looking south-west from the road, dated 22nd August 1962.

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**Broughton signalbox taken from the
opposite side to the original Challenge
photo, which shows the crossing
gates and signals. Noel Machell.**

Challenge No. 104

"The CRA has no details of this 1950s collision – does anyone?"

Les Gilpin confirmed that the accident was a mess...noting that there was a tender-less 4F 0-6-0 beyond what he believed was an 8F. He wondered whether the 8F had run into the 4F causing the train to derail, but thought it was strange that the locos didn't appear to be derailed. The details of the crash were more difficult to find however. **John Pickup** believed it to be the early 1950s, as the 4F in the top centre of the photo was 43868, which was allocated to Kingmoor from nationalisation until it transferred to Workington in March 1959. John noted that the loco had its BR number in July 1950 and in the photo it had its Midland tender, which it only had until June 1953 when it acquired a Fowler tender.

Regarding the location **Les Gilpin** noticed the body of a windmill with the top and sails removed in the background. **Derrick Codling** thought the track layout looked similar to that recently discussed at Oxenholme, but there were no signal posts in the picture, which ruled that one out. **Peter Bacon** suggested that this could be Wigton looking towards the station from the Maryport side, which **David Gibson** confirmed. **Andrew Reay** also thought the Goods shed and office extension looked like Wigton.

Graham Worsnop advised that the mystery photo was by Robert Powell (POW023) of the aftermath of a collision at Wigton around 1950. **Ken Harper** posted other photos of the crash site and thought that the 4F was stood on the Up Main (now the Down) and the Black 5 and train may have passed a signal at Danger. There didn't seem to be any record of a formal inquiry, and the date and details of the incident remain unknown.



Recovery and clean up operations in the aftermath of the collision at Wigton in the 1950s. Robert Powell Collection.

Challenge No. 105

"Still busy with steam today."

Whilst a big fan of 'Doctor Who', **Tony Jenkinson** was looking forward to jumping in John Pickup's time machine and going back to the 1950s, so he could tell us about the train workings which passed through this junction between the former Midland and L & Y railway systems. **John Pickup** obliged and off we went in his time machine. He confirmed that the destination of our trip needed to be Hellifield, and when we got there we would need to head for the bay at the north end of the station where the local trains to Carlisle departed from.

When we arrived at Hellifield, there was a lot of activity. John noticed that there were overhead warning flashes on the locos, which would indicate that we were in the early 1960s, and Hellifield shed still looked operational, so it was before June 1963. John wasn't able to make out the number of the nearest 4F, but the 3F would have been one of Hellifield's pair and he thought it looked like 43756, as the loco had a Midland tender with a coal plate at the front of the bunker, (as we could see here), while



43585 had one without. John's attention was drawn to the other 4F, as it is a left-hand drive loco (no reversing rod visible this side), so LMS-built and numbered from 44207 upwards, yet it is paired with a Midland tender with a tender cab. The only 4F John was aware of, certainly locally, showing such a combination was 44220 which came to Skipton in November 1958 from Wigan L&Y.

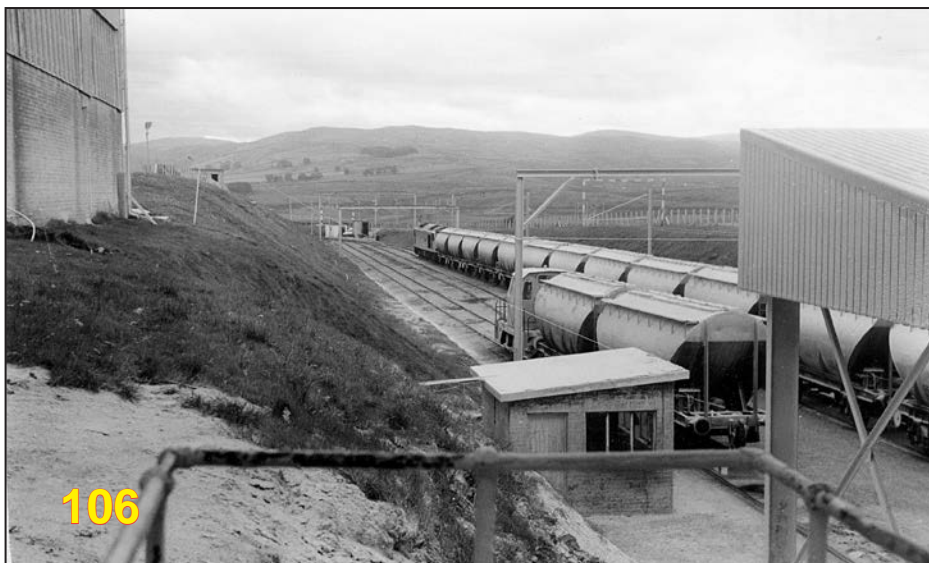
From standing on the bay platform, John couldn't work out what the 9F's train comprised of. It was carrying Class D lamps, so much of the train's consist would have to be vac-fitted. It seems to be a rake of identical vehicles and they were too low to be high-sided wagons, so John wondered whether they were perhaps Medfits. John didn't think they were Carflats, but the train did have the air of a special freight about it rather than a regular timetabled freight. Noticing that it wasn't a 'Long Meg' train off the Settle & Carlisle, Tony wondered whether it was on a Carlisle to Water Orton freight.

John's attention was then drawn to the far left, as there was a freight train departing for the north from the Down loops. John had his timetable with him and in the mid-1950s there was only one timetabled freight which reversed into the Down loops each day, (there was no facing access then from the Down Leeds into the loops), and this was the 5.57am Skipton to Horton goods, which in the mid-50s called at Hellifield from 6.39am to 6.56am. However, John didn't think this was early morning.

As for the Hellifield to Carlisle locals, John advised that there were two in a morning, the 8.10am and the 11.55am. They were both Kingmoor turns, and the latter would doubtless be hauled by the loco of the first Up local of the day, the 8.05am Carlisle to Hellifield. In the mid-1950s, John suspected that the loco for the 8.10 am Down departure arrived in Hellifield the previous evening on the 8.30pm Leeds - Hellifield. That brought back the stock which departed early morning ECS at 6.37am to Settle and then formed the 7.14am Settle - Bradford. The 2-6-4 tank that pulled that morning train returned light engine from Skipton at 10.21pm after a day spent, it appears, on Bradford / Leeds / Skipton locals. What was remarkable about these Hellifield to Carlisle locals was the superpower routinely provided to haul just three, occasionally four, coaches, plus sometimes an odd milk tank. This was long before it became Britannias on everything. Jubilees were commonly used as were Kingmoor's Clans, even from when they were relatively new in 1952. John added that Black 5s featured regularly, but the use of 2-6-4Ts was spasmodic, possibly because Kingmoor didn't always have any on its allocation.

Graham Worsnop advised that the photo was taken by Martin Tordoff (TOR1004) of Hellifield loco shed and signal box taken on 24th March 1962. **Martin Tordoff** advised that the photo was taken from the north end of the station whilst he changed trains at Hellifield on a day trip from Cleckheaton Central in the

West Riding to Hellifield and Blackburn (via Gisburn). Martin advised that the 9F was 92155 and the two 0-6-0s were 4F 44220 and 3F 43756.



Challenge No. 106

"45 years ago Class 81s, 85s and 86s shunted here."

Howard Quayle confirmed that the location was Hardendale and was probably one of the most distinctive of the Shap quarries.

Tony Jenkinson had worked with a local man who referred to the location as 'Colvilles' and that a generation before the 'Roarers', rebuilt Patriot 4-6-0s and Clan Pacifics from Kingmoor would sometimes work the hoppers to and from Carlisle. **Ken Harper** explained that Colvilles was the company who owned Ravenscraig steelworks near Motherwell, and they opened Hardendale Quarry at Shap in 1962 to serve the works. Some of the older Shap residents still refer to it as 'Colvilles' even though it was nationalised in 1967 as the British Steel Corporation (BSC) and it has had various other names since then. A new signal box 'Shap Quarry' was opened on 9th April 1962 to control access to the new sidings, and it closed on 2nd April 1973 with the commissioning of Carlisle PSB. Ken added that in the past any available steam or diesel loco was used on the Carlisle to Shap legs including Crossleys (Metrovicks) and English Electric Type 1s (later Class 20s). From 1967, Motherwell EE Type 3s (later Class 37s) were diagrammed for the full journey from Ravenscraig to Shap for the three trains a day and were probably the first regular appearances of these locos south of Carlisle.

Ken advised that full electric locomotive working commenced after completion of electrification of the northern half of the WCML in 1974 which saw extremely efficient utilisation of electrically hauled freight trains. As Traffic Manager Penrith, Ken was in charge of BR operations at Shap, from 1975 until 1988, and ensured the 'plan' was adhered to. The vacuum-braked HJV wagons were replaced by air-braked rotary tippler PTAs, as shown in Peter's 1982 photo. Ken visited Ravenscraig to

see the amazing unloading of the PTAs without having to uncouple. Covered PAAs known as 'white ladies' formed another of the services. Trains of LPG from Stanlow ran weekly, usually on a Saturday, to fuel the kilns until they were supplied directly off the mains gas pipeline. With the demise of Ravenscraig Works, new customers were required hence the Lackenby flow and then trains to South Wales, which were all diesel operated. This saw the eventual recovery of the OHLE within the works, as a build-up of lime deposits occasionally caused breaker operations which would affect the main lines. **David Hunter** recalls the overhead line equipment in the run-round lines being isolated during the 1990s, but it has since been re-energised. **Andrew Griffiths** confirmed that the OHLE masts within the quarry remain in situ, although the wires have been removed.

Tony Jenkinson thought that the Margam services which ran from Hardendale were some of the first Class 56 turns over Shap. A posting by **Dale Howcroft** on Facebook confirmed that the first Class 56 workings into Hardendale were in 1993 when they worked the twice weekly Lackenby service. Dale added that the other service to be worked by the class was the Deanside to Wisbech 'petliner' petfood service. **Peter Smith** advised that the Margam turns actually started off being worked by Cardiff Class 37/7s from the Metals sector and remained on the flow until the Class 56s appeared on the services, noting that 37884 and 37886 were regular locos. Peter added that the six Mirrlees or Ruston engine Class 37/9s would also work the trains from time to time. Peter thought that the workings in the early 1990s saw the train arrive empty from South Wales on a Tuesday, Thursday & Saturday and would return south on a Monday, Wednesday & Friday.

Today, Hardendale is served by two flows, one from Tunstead and the other to Margam. **Andrew Griffiths** advised that the quarry layout has three Reception

roads, each being able to hold 6 FCA twin-container wagons. The Margam train consists of between 14 – 18 FCAs, so usually two sets of six are left in the yard while the third is propelled to the sidings at the rear of the site (close to the M6). Andrew explained that one road has to be kept clear for the Tunstead service to gain access to the unloading dock at the rear of the site, and is shunted from the run-round loop in two portions, which also allows the internal shunt loco to go about its business, adding that Stephenson No. 272 is still the primary loco in the quarry and still carries its BSC 'Grosmont' name, with a small unbranded Hunslet loco as reserve.

Graham Worsnop advised that the photo was by Harold Bowtell (BO003) taken at Shap Quarry BSC (Hardendale) of a British Steel 0-6-0 shunter and BR Class 60 attached to high-pressure-discharge wagons on 27th July 1992. **David Hunter** wondered whether the working was the Lackenby service which was Class 60 hauled and ran via Penrith, Upperby, London Road chord and Hexham.



86034 stands on the arrival / departure line at Hardendale ready to depart north with 6S68 1425 Hardendale to Ravenscraig, which is formed by the PTA wagons which rotated to allow unloading at destination. 24th June 1982 by Peter Smith.

Challenge No. 107

"You might want to sample what's in the troughs but not the tanks."

Derrick Codling suggested that the location was Floriston troughs and the loco was a Hamilton (66C) Crab hauling a train of tanks which would be used to convey acid. **John Pickup** commented on a distinguishing feature of Scottish Region Crabs in that the cylinder cock drain pipes from which water / steam emerged were cut short, close to the front of the cylinders, as seen here with loco 42735. English Crabs invariably retained long pipes which were bent downwards and strapped to the

bottom of the front footsteps and generally became standard under the LMS. John added that books on the Crabs have implied this shortening happened relatively randomly during BR days, but it seemed to John that it was an exclusive habit of St Rollox works and any Crab which went there for maintenance ended up shorn, for example all the Kingmoor Crabs. John asked if anyone had any idea why St Rollox might have taken that approach.

Regarding the working, **Howard Quayle** wondered whether the tanks were the liquid ammonium nitrate empties from ICI's Nobel Explosives factory near Ayr, which would be enroute back to Haverton

Hill on Tees-side. **Ken Harper** recalled learning the road in 1973 to the ICI works at Ardeer and Stevenson via the GSW and Annbank, as there were regular timetabled trains operating between there and the ICI Works at Haverton Hill and Seal Sands on Teesside.

Graham Worsnop advised that the photo was taken by Ian Pearsall (PEH213) of LMS 5MT Crab 2-6-0 42735 on an Up tank train passing over Floriston water troughs on 4th August 1958.



Challenge No. 108

"Heading for the high ground."

Tony Jenkinson believed he walked along the track bed here during the summer when Boris said we could only go out for one daily walk. Tony advised that loco 44292 was based at Tebay until January 1957 and would be at sea level at this point, but was climbing for the high ground of Stainmore. **Les Gilpin** advised that the railway here was built along a road bed, which had to be built 20 years earlier to avoid a complicated structure on its main line. In doing so it moved the county's port from near the next station to the resort the train had just left. Les added that in building this line, the railway had to build yet another road – commenting that it wasn't easy building these railways!

Graham Worsnop advised that the photo was by Ian Pearsall (PEI022) taken north of Arnside of LMS 4F 0-6-0 44292 working the 4.00pm Lindal to Tebay coke empties on 27th March 1951.



Challenge No. 109

"Could this make a return with a different ore?"

John Pickup thought the location looked like St Bees with a train heading south, probably from 1964 onwards looking at the lowered top lamp bracket on the Black 5. John thought the wagons looked like ordinary 21-ton hoppers, although the first one seemed to be an ex-LNE sloping-sided wooden-bodied type. John

also noticed that the majority of wagons appeared to have their brake levers inclined upwards to the right, which was an ex-LNE feature. **Howard Quayle** confirmed the location as St Bees after spotting the red sandstone school buildings on the extreme left of the photo. **Peter Rooke** noticed that the loco had 'Carlisle Kingmoor' painted on its buffer beam, which would indicate that the photo would have been taken between June 1963 and April 1966.

Picking up on the caption 'different ore', Howard commented that this would

be referring to the 'premium metallurgical coal' which West Cumbrian Mining would be transporting out of their new mine near Whitehaven and would be destined for Redcar and possibly South Wales.

Graham Worsnop advised that the photo was taken by Ian Pearsall (PEI424) at St Bees station of LMS 5MT 4-6-0 No. 45012 heading an Up iron ore hopper train on 7th June 1966.

