

# The 'Lockdown' Challenge

## Challenge Images No. 9 — Numbers 110 to 120

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. 110

*"Getting ready for brand new signalling."*

**Derrick Codling** recalled that he had to change trains here when with his parents, and not only were the carriages different, but the train went out in the direction they had arrived, which always made him think he was going back home. Derrick guessed the location was Carlisle.

**John Pickup** thought the loco on the right had an unusual look about it, believing it was a Black 5, but one with the taller chimney, which apparently the fifty locos built at Vulcan works (Nos. 5020 – 5074) were equipped with. These taller chimneys disappeared fairly early on. **John Dickie** thought the loco on the left might be a Jubilee and was attached to a Fowler 3500-gallon tender, which was somewhat narrower than the cab, but **Keith Fenwick** didn't think it was, as the loco had no 'splashers'. He thought that the spotter sitting at the end of Platform 1 would know! **David Gibson** noted that the track layout was very similar to that of today. **Ken Harper** thought that the figures walking towards the station in the distance could be S&T staff who had finished for the day.

**Graham Worsnop** advised that the photo was by Ian Pearsall (PEI015) taken at Carlisle Citadel station looking south from a train in Platform 4, with LMS 5MT 4-6-0 No. 45345 stood in Platform 2 waiting to depart with the 4.15pm Carlisle to Whitehaven passenger train, dated 9th April 1951.

**Ken Harper** noted that the new No.5 signal box was in the distance and thought that when this photo was taken it would have been in the process of being fitted out ready for commissioning in the October, when it replaced the LNWR No.5 box which stood on the Up side of the layout (out of view) and No.6 box on the M&C. The box only lasted 22 years and closed in June 1973 with the commissioning of the Power Signal Box, which is still operational today and no sign of it being replaced. Ken posted a photo of the new No.5 signal



A view of Carlisle No. 5 box taken on 19th August 1967 by Peter Robinson.

box taken in August 1967 and wondered whether this was the biggest box (structure and levers) in what is now Cumbria. **Allan Beck** advised that it was the biggest lever frame signal box in Cumbria, with a 140-lever Standard Frame worked by two signalmen on each shift, and had a classification of type F under BR. Allan confirmed that it was brought into use in 1951 and closed on 4th June 1973.

### Challenge No. 111

*"Preparing for the journey ahead."*

**Tony Jenkinson** recalled passing this shed four times when on his Sunday school trip outings to Morecambe, noting that the loco was a Holbeck Ivatt 2-6-0 on shed in the photo, and recalls seeing this loco there one day when he passed by. **Derrick Codling** and **Noel Machell** confirmed the shed codes were 20H, 23C, 11E, 24J then 10J, with Noel adding that he would 'bunk' the shed everyday on his way to school. Tony also recalled visiting the shed just before it was demolished to make way for a supermarket.

**Howard Quayle** suggested that the photo was taken at Green Ayre shed and advised that the depot became the 'main' shed for Lancaster following the closure of the former LNWR shed, which was located in the 'vee' of Lancaster Old / Lancaster No.1, on 4th February 1934. The Green Ayre shed was only accessible from Lancaster Castle station via the single line incline, and locos had to perform a reversal to access the turntable, followed by a forward move onto the shed roads. Howard explained that Green Ayre shed was listed as having four dead-end roads. He also thought that there was also a single road workshop on site, dating back to MR days, which suggested that access to the workshop was via the road on which the 3F 0-6-0T and the mineral wagon are standing.

**Ron Herbert** said that the photo was taken on Friday 7th June 1963 with Jinty 47599 in the background, and that out of view behind her was another Jinty, 47532, as he had been stood next to the photographer of this Challenge photo!

**Graham Worsnop** confirmed that the image, taken by Les Brough (BRO22), was at Lancaster Green Ayre shed of LMS 4MT 2-6-0 No. 43130 in the 1960s - we now know the date was 7th June 1963.



D5304 stands at Silloth having arrived with the 3.55pm Carlisle to Silloth on Sunday July 5th 1964. The signal box can be seen in the distance. Ron Herbert.

from Silloth. **Howard Quayle** responded to say that the Silloth plant, which he didn't believe was rail-connected, produced granular fertilizer, and almost certainly had belonged to a local company before Fisons purchased it. As the Fisons company expanded out of its Suffolk heartland, it purchased existing smaller fertilizer plants in places such as Silloth, Goole, Boston, Barking, Widnes, etc. which were fed with granular ammonium nitrate from the main, larger Fisons plants at Immingham and Avonmouth. Howard explained that Silloth was an early casualty of Fisons plant rationalisation, probably in the 1960s, but was still in use as a regional distribution store for bagged fertilizer when he joined the company in 1976. Howard believed that by this time the Silloth plant had ceased manufacturing, as had another plant near Newcastle. Howard added that by 1977 the Fertilizer Division was not making any profit, and four years later the closure of plants was pushed through on a large scale.

As part of the benchmark survey in 2018, **David Gibson** had taken two photos of where the box used to stand and the remains of the tablet exchange platform.

**Graham Worsnop** advised that the photo was taken by Les Brough (BRO393) of Silloth signal box viewed from a passing train in the 1960s.

### Challenge No. 113

*"The 1964 photo of this train was already planned but discussed prematurely!"*

Having stopped up especially for this posting, **Tony Jenkinson** was expecting the train to be going the other way, perhaps a Heads of Ayr to Leeds or Manchester service. Tony thought the train would be 1S48 09.20 Manchester to Glasgow, but noted that the headboard on Newton Heath's newly acquired '5X' No. 45705 *Seahorse* looked like 1S43 and dated the photo as July 1964. The caption for the Challenge mentions that the train and loco had been discussed previously; this was when Tony recalled a photo in the 1966 'Trains Annual' by Paul Riley of *Seahorse* working 1S48 north over the Settle & Carlisle on 11th July 1964. Tony noted the location as Shotlock Hill Tunnel, which **David Hunter** confirmed, and the photo had been taken from the B6259 which runs parallel to the railway at this point.

**Peter Smith** gave some background to the trains Tony had mentioned. 1S43 would have been the Saturdays Only 06.38 Leicester to Gourock which would run an hour ahead of 1S48 over the Settle & Carlisle from Hellifield. 1S43 was a CTAC (Creative Tourist Agents Conference) train, so would have been for tour tickets holders only, but ran the course of the summer timetable. In 1964 the train was formed of three coaches from Leicester running via Leeds to Skipton, where the 08.20 Manchester Victoria to Skipton (via Colne) would be attached, adding a further four coaches to the train for the journey north. Peter added that the portion from Leicester was worked by a diesel, often a Class 27,



The view in 2018 looking east from near the road bridge. The signal box would have been on the right-hand side of this view, with the remains of the tablet exchange platform seen on the left. The Fisons site has been obliterated. David Gibson.



as far as Leeds, where steam traction would take over. Regarding the CTAC, Peter advised that this was a consortium of nine UK travel agents in the Manchester and Midlands area which chartered special trains from 1933 to 1939 and 1945 to 1968.

**Graham Worsnop** advised that the photo was taken by Ian Pearsall (PEI245) near Ais Gill (which we now know to be Shotlock Hill Tunnel, south of Ais Gill) of LMS 6P Jubilee 4-6-0 No. 45705 working a Down passenger service, 1S43, on 25th July 1964. **Ken Harper** wondered whether the headcode had been gleaned from the photo as the '3' could have been an '8', and thought that the CTAC trains would have carried a headboard advertising who the charterer was.

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## Challenge No. 114

"How far will it get?"

**Les Gilpin** noted that the Metrovick was accelerating with a loaded train yet no black smoke, adding that the train was passing the site of one of Carnforth's lost stations with the F&M Junction signal box in the background. Les wondered whether this was the weekly train of fuel oil to Glaxo. **Allan Beck** added that D5703 was heading for Station Siding at Corkickle No.2 with the tanks conveying fuel oil for Marchon (Albright & Wilson) Chemical Works at Whitehaven. Allan advised that the train would have originated at Heysham Moss Sidings running as 6P24 in the Down direction and 6P32 in the Up direction.

**Graham Worsnop** confirmed that the photo was taken by Les Brough (BRO248) at Carnforth of BR Class 28 No. D5703 on a Down Goods (oil tanks) passing F&M Home signals, in the 1960s.



## Challenge No. 115

"Not a favourite load for vegetarians."

**Derrick Codling** commented on the Sunday afternoon's dismal weather which showed an ex-Western Region Britannia working 4A08 heading to London with 24 loaded meat Conflats from Aberdeen, possibly full of prime beef. **Ron Herbert** added that the loco was carrying the reporting number which was the only steam hauled freight train to do so through the Cumbrian area, unless it was a special freight running for the MOD.

**David Hunter** suggested that the location was Kitchen Hill, just south of Plumpton and was close to the Monolith which David Gibson had photographed recently and sits on the Up side of the line, probably opposite the photographer. Plumpton village was in the background behind the train, with the A6 to the right of the photo, which was taken before the M6 was built and now runs through the fields on the left very close to the line.

**Tony Jenkinson** used some detective work to try and identify the locomotive after Derrick said it was a former Western Region member of the class. Tony noted it had fluted coupling rods between the middle and rear driving wheels which therefore meant it was one of the earlier batch that went to the Western Region, and therefore not a 'Star' or 'Apollo' which also had that style of coupling rod. It also appears to have a 'short' name which Tony stated would eliminate 70018 and make it 70016, 70019, 70022 or 70023. Tony eliminated 70017, 20 and 24 as they had short names too but different hand holds on the smoke deflectors. Tony's detective work brought him to the conclusion that the loco in question was No.70023 *Venus*. The clue was the former Southern Region route description disc mounting iron on the smoke deflector support bracket, or at least that's what Tony thought the bit of steel was, and would be from the loco's short time spent on the Southern Region in the early 1950s when it went to substitute for Bulleid Pacifics which were out of service for inspection or repair. Tony added that



some of her sisters also went to help, with the Western Region keen to give them away apparently.

**David Hunter** had consulted his Freight WTTs for Winter 1964/65 and Summer 1965, and both showed 4A08 running on a Sunday as the 12.50 Carlisle Citadel to Broad Street. **Ron Herbert** confirmed the working, adding that the WTT reissue for 4th January 1965 showed two freight trains running as a 'Q' path (runs as required) which arrived into Carlisle Citadel on a Sunday morning from the Scottish Region. Both 4M66 10.10 Dumfries to Carlisle Citadel (arrive 11.42) and 4M67 08.43 Broughton to Carlisle Citadel (arrive 11.59) would then form 4A08 forward.

Ron stated that 4A08 was diagrammed to be worked by Upperby traincrew, as it started from Citadel and not Carlisle Yard (which it did during the week) and there were strict boundaries regarding the allocation of work, especially on a Sunday when overtime rates were involved. For a bit of interest, Ron had found copies of freight train cards from Preston Control for 4A08 for several Sundays in the summer

of 1963. On 18th August they showed that Britannia 70020 *Morning Star* had worked 4A08 with an Upperby traincrew. The train was formed of 14 meat vans for Broad Street and attached four additional wagons of pigs at Carnforth for Maiden Lane, which had been loaded at 9.0am at Heysham. On Sunday 25th August, Britannia 70022 *Tornado* worked by the same traincrew had 14 meat vans for Broad Street. On 1st September, Stanier Class 5 45129 allocated to 26F had 13 meat vans for Broad Street, whilst on 8th September EE Type 4 No. D213 hauled 18 meat vans for Broad Street and two vans of whisky.

**Graham Worsnop** advised that the photo by Ian Pearsall (PEI113) was taken at Plumpton of BR 7MT Britannia 4-6-0 No. 70023 on an Up Goods taken on 29th December 1963. **Tony Jenkinson** gave a sigh of relief and several members were impressed by his detective skills on the loco identification. **Ken Harper** confirmed that 70023 was approaching Kitchen Hill Up I.B. Home signal, adding that the LNWR signal box was closed in the 1920s and the Up I.B.'s were installed early in World War

2 and were controlled by Plumpton box, but there were never any Down I.B.'s.

## Challenge No. 116

*“A bit of history here.”*

**Derrick Codling** started with a cryptic clue to 'help' everyone identify the location, which read "So which signalbox is he passing? I wonder if he is in the middle of a future street / road junction. Two words on the name board so I will endeavour to guess one, three vowels, but only two different and four consonants. The other word maybe South, and is the line avoiding Central." **Ron Herbert** said that it only seemed like yesterday when he travelled on the train in the photograph.

**Howard Quayle** noted the amazing amount of detail in the photo and especially of the little-photographed Hindpool South signal box, which closed on 15th August 1965. Giving more detail on what we could see, Howard pointed out that the line running through the gate on the right was the Walney Road siding, which ran across the road behind the wall, and then joined the siding ended by the buffer stops which were visible on the far right. Howard thought that, many years previously, this latter line continued to make a connection with the Devonshire Bridge (low-level) route which led onto Barrow Island (Devonshire Bridge to Walney Ferry section) just south of Devonshire Bridge signal box. That box still survives today after it was relocated to Barrow Park and is part of the small railway there. **Peter Holmes** was able to add some more detail about the siding, as it ran along Ironworks Road and served a group of small industries.

Having looked at a copy of the 1873 OS map, Peter stated that the line from Ironworks Road curved down to join the line across Devonshire Dock Bridge. This curve, and the eastern curve coming down from the other side of North Road, formed a near-symmetrical triangular layout. The industrial buildings on the west side of Ironworks Road form a curved facade which was presumably dictated by the shape of the western rail connection, and the whole arrangement had the air of some grand masterplan. The docks and the railway were, after all, still relatively new in 1873.

Peter continued that the 1891 OS map, surveyed in 1888-9, showed the curved connection on the west side had been removed and cut back to the buffer stop, and the same track arrangement was shown on the 1913 edition, which was surveyed in 1910-11. On both editions, the curved facade of the buildings in Ironworks Road still marks the former railway layout. However, on the 1933 edition, surveyed in 1930-31, the connecting curve had reappeared and this is the layout which was shown on the maps posted by **Tony Jenkinson**. Peter wasn't sure how long the reinstated curve lasted, but it had certainly gone by the 1950s. Peter was once told that the curve was reinstated to give direct access between Burnip & McDougall's oil and grease works and the shipyard. B&M apparently manufactured



70019 heads south between Hest Bank and Morecambe South Junction whilst working the Sundays Only 4A08 1.00pm Carlisle Citadel to Broad Street on Sunday 15th September 1963. Ron Herbert.



1933 OS map of Hindpool South and the track layout in the area. CRA Collection.

the soapy material that was used to lubricate the shipyard slipways. While the soap was undoubtedly vital to the launching process, Peter thought that the volume of this lubricant traffic wouldn't have justified the reinstatement of the rail connection and wondered if it was just replaced as an alternative access from the main line to Devonshire Dock Bridge and the shipyard.

Regarding the signal, Howard thought that the top arm would have controlled the reversible line to Cornmill Crossing box (ie the line nearest the wall). The lower arm would have come 'off' for accessing the two through sidings just north of the junction with the Devonshire Bridge line.

Peter advised that the ornate brick building which is visible beyond the box, formerly housed a hydraulic accumulator for operating the Devonshire Dock bridge and gates.

**Ron Herbert** confirmed that the train in the photo ran on 27th August 1961 and was operated by the SLS/MLS named the 'Furness Railtour'. **Howard Quayle** said that the photo was taken on the Ormsgill Junction - Hindpool North - Hindpool South - Cornmill Crossing - Buccleuch Dock - Loco Junction - Salthouse Junction leg of the itinerary, adding that it was always difficult to photograph operations on the Cornmill Crossing - Ormsgill Junction section, as this length of the former FR main line either ran behind walls or through the middle of the ironworks/steelworks complex.

**Graham Worsnop** advised that the photo was by John Brough (BRO276) and taken from a train passing Hindpool South signal box and Furness Railway signals on 27th August 1961.

### Challenge No. 117

*"Apart from hedges growing, the scenery hasn't changed that much."*

**Howard Quayle** thought it was one of the Muir-Hill Fordson tractors which were delivered to the Ravenglass and Eskdale Railway in 1928/1929. **Peter Holmes** confirmed the location was Murthwaite. Peter noticed that the frame had the number 39 visible, built in 1929, and advises that the frames now form the basis of *Perkins*.

**Graham Worsnop** asked if anyone knew the date of the photo. Peter suggested that the photo was probably taken not long after MH39's build date of 1929. Peter believed the roof (it can hardly be called a cab) was added later by the R&ER, but apart from that the loco appears to be in newish condition. Peter noted that it was dusty, but reasonably free from the dints and bruises a loco in quarry service would be expected to develop.

**Graham Worsnop** advised that the photo was by Pattison (PA1201) and the details showed that it was taken at Murthwaite of a 4wd petrol Fordson tractor with driver circa 1935. We now know it is NG39, which is now *Perkins*, and we believe that the photo was taken between 1929 and 1933. However, it is probably nearer 1929 as the trailing truck and 'steam outline' bodywork were added in 1933.



Upper photo: Devonshire Bridge signal box at its current location in Barrow Park, taken in October 2019. Lower photo: Devonshire Bridge signal box in its original location, taken in 1968. Both photos are by Bob Mitchell.



### Challenge No. 118

*"A busy day over the hills."*

**Tony Jenkinson** told us that it was 'Spike Island' and those who have followed the Challenges from the start will also know the location as Tebay! In addition to the location, Tony first thought that the train may be one of the Saturdays Only North East to Blackpool services, but having discovered the date of the photograph was the 7th September 1956, which was a Friday, he wondered whether it was the Durham miners' convalescence train to Ulverston. Tony also noted that there were two Tebay 'bank' engines in the photograph, with one of them about to assist a freight service up the bank to Shap.

**Howard Quayle** didn't think it was the Durham miners' convalescence train, as this generally used older stock, and he believed it was diagrammed for an Ivatt 2MT 2-6-0 loco. Conversations then turned to whether this was a troop train working, with **Derrick Codling** advising that there was a regular Broomielaw to Preston service. **Richard Maund** advised that these trains ran out and back on alternate Fridays, and this would tie in with Tony's date of 7th September. Derrick added that the train was for weekend leave, returning on a Sunday, and the train ran for several years. **Les Gilpin** also wondered whether the train was for National Service squaddies or Territorials going to and from Broomielaw. **Stephen Leece** noted that the Suez Crisis started in October 1956, which could also explain the troop trains.

It was a bonus Challenge, as **Ken Harper** posted a couple of photos of the Durham to Ulverston working on the same day (hence the caption for the Challenge) which showed the train arriving into Tebay behind a NER loco, and then one of it departing with a LMR engine. **Dave Richardson** confirmed that W515 was the Durham miners' special, and in a Special Trains Notice dated April 1955 it showed the working originating from Barrow, stopping at Ulverston for six minutes (to pick up returning miners) then running via Sandside to Tebay. At Tebay, the four carriages were then handed over to the North East Region, with the LMS loco remaining at Tebay while the enginemen and guard made their way back to Barrow. The return journey, which also ran as W515, would see the same loco and coaches used and worked by a Tebay crew.

**Graham Worsnop** advised that the photo, according to the CRA records, was taken by Pearsall (PEJ623) at Tebay (North-East side) of LMS 5MT 4-6-0 No. 44857 working the 3.22pm Broomielaw to Manchester passenger, W510, taken on 7th September 1956.

### Challenge No. 119

*"LNWRs finest, still in use 40 years after it ceased as a company."*

**Tony Jenkinson** didn't think that there was an ex GW 68XX 4-6-0 named after this location. **David Hunter** had checked virtually every loop on the WCML and concluded that it wasn't one which was



Loco 76048 arrives at Tebay with the Durham to Ulverston Miner's convalescence train. The loco was swapped for a LMS engine in the station and it would work the train through to its destination. 7th September 1956. CRA Collection.



still in operation today. However, the rock face made him wonder whether it was the Up loop at Thrimby Grange. The view had now changed with the presence of the M6 motorway, which would be just in front of the train. **Keith Fenwick** confirmed it was Thrimby Grange with the photo taken in July 1967.

Keith added that the Up Home signal was also a tall LNWR signal with a short arm for the loop, which he thought was replaced a year or so before the date of the photo when the points at the entry

to the loop were moved. **Mike Norris** advised that the loop was shortened at the exit end on Sunday 30th July 1967 by around 150 yards with the signals replaced by new shorter (16ft and 20ft tall) posts. The short arm for the loop was removed along with the loop itself on 4th July 1971. Mike also added that the main arm and post was felled during the commissioning of Carlisle PSB (Stage 3) and it broke where the bracket had been bolted. The signal is now perfectly preserved in a CRA member's back garden, after payment

being made to Alan Joslyn, who was then the Commissioning Area General, based at Penrith. **Ken Harper** added that the loop was shortened at the exit end to allow the construction of the M6 overbridge. Ken advised that after the loop was shortened, it was virtually useless and any decent length freight trains would need to be regulated from Eden Valley Junction.

**Graham Worsnop** advised that the photo was taken by John Brough (BRO133) of the Up Loop and Up Main Starting signals at Thrimby Grange in the 1960s.

## Challenge No. 120

"Now someone's front garden."

**Howard Quayle** thought that the train could be the non-advertised Moor Row to Sellafield workmen's service approaching Beckermet station, with the line adjacent to the train being the remains of the goods yard. **Derrick Codling** thought it was an afternoon shot and could have been the empty coaches going up for the return working. Derrick also noted the stone face loading dock on the right of the photo.

Howard recalled that the unadvertised workmen's service from Moor Row to Sellafield was discussed previously and ran for the last time on 3rd September 1965. Going back to 1948, **Andrew Naylor** noted that the Western Division WTT for that Winter showed the train leaving Moor Row at 6.55am and returning back from Sellafield at 5.20pm (SX) and 12.20pm (SO). Having looked at the Summer 1955 WTT, Howard noted that the train ran slightly earlier as the 6.45am Moor Row to Sellafield (arr 7.10am) with the return working remaining the same departing at 5.20pm arriving at Moor Row at 5.45pm. However, the WTT didn't show any ECS workings, but it did show a light loco move from Moor Row, departing at 4.30pm and arriving Sellafield at 4.56pm to work the afternoon train. Howard wondered whether the loco was hauling two coaches to be added to the Barrow train as a 'one off'. **Richard Maund** confirmed that the 1955 timetable was the last period which included calls at Woodend for the workers' services, and wondered whether the ECS move was the carriages coming back from cleaning and running under Control orders.

**Graham Worsnop** recalled that the only traffic between Beckermet Mines Junction and Sellafield between August and December 1968 was the school train, which finished at Christmas of that year, and the line formally closed in 1969. He added that when the trains did run they would have departed from the bay platform at Sellafield.

**Graham Worsnop** advised that the photo was taken by Pearsall (PEJ191) at Beckermet station of LMS 4F 0-6-0 No. 44390 on an empty coaching stock service to Sellafield, dated Wednesday 27th July 1955.



WEEKDAYS				SELLAFIELD MOOR ROW WHITEHAVEN				SUNDAYS			
DOWN											
Mileage				B		C		B		G	
M	C	M	C	SO		PM		SX		PM	
0 0	0	0	0	PM	12 15	PM		PM	5 20	PM	
3 23		Beckermet Mines Jn.	dep								
3 72	17	Florence Pit Siding	dep								
5 17		Egremont	arr								
6 25		Woodend	arr								
7 45	0 0	Moor Row	dep								
3 15		WHITEHAVEN C.	arr								

  

WEEKDAYS				WHITEHAVEN MOOR ROW SELLAFIELD				SUNDAYS			
UP				B	G	G	G	G	C	G	
Mileage				SO	PM	PM	PM	SX	PM	PM	
M	C	M	C	SX	PM	SO	PM	SX	PM	PM	
0 0	0 3	0 15	0	Whitehaven C.	dep	am	..	4 30	11 20	6 53	..
				Moor Row	dep	..	3 25	4 30	11 30	7 3	..
1 20				To work	6 45	3 20	3 35	4 40	5 45	7 12	..
2 28				4 45 pm Milk to	6 50	3 25	3 40	4 43	5 52	4 10	..
3 53				Beckermet Mines Jn.	6 54	3 30	3 45	4 46	5 56	4 10	..
4 22				SELLAFIELD	6 56	3 45	4 46	4 46	5 56	4 10	..
7 45											

Extract from the WTT for 13th June to 18th September 1955 which shows the Sellafield to Moor Row / Whitehaven section. Ron Herbert.