

# The Mystery Photo Challenge

## Challenge Images No. 21 — Numbers 251 to 260

The CRA's Mystery Photo Challenge had its origins as the 'Lockdown' Challenge in the darkest days of Covid, bringing entertainment and camaraderie for CRA Members, at first on a daily basis. Having chalked up a magnificent 200 editions, it evolved into a now fortnightly posting on the CRA Chatline.

Images are selected by the Photo Team because their existing catalogue information has important gaps that need filling. Sometimes the cataloguing has questionable aspects that need validating or correcting, so the existing catalogue entries are only shared a week or so after the image is posted to promote fresh analysis and avoid perpetuating what may turn out to be apocryphal.

As comments and contributions subside, usually when a firm conclusion is reached, a revised catalogue entry is proposed and subject to any final comments from members the catalogue is amended. The role of these in-depth challenge summaries then is to capture and share more widely the wealth of information and fascinating insights gathered for each photo, and record the various contributions made by members. So that the wealth of detail and insight can be made available to people coming to the photo in the future, a link to the relevant summary will be included in the catalogue record for each 'challenge' image.

### Challenge No. 251

*"Where was this express photographed, roughly when, and can we identify the loco?"*

This challenge was posted on Boxing Day, and went on to provide entertainment and new information for some weeks into the new year. **Jay Hartley**, however, very swiftly identified the loco as Class 86 electric 86243 *The Boys' Brigade*, which was unusual for an AC loco in carrying overhead warning flashes. Jay also gave us a steer on the date, which would be between 1988 and 1993 based on the loco's livery, and probably later on in that window as the coaches all are in Inter-City livery.

First ideas to be offered about the location were the Yanwath/Redhills area south of Penrith, but attention then turned to the likely identity of the train. Jay was sure it was an Up train, given the lighting, and suggested it was probably a cross-country service as the coaches are Mk2s. **Keith Fenwick** agreed, though **Howard Quayle** recalled travelling on a Euston-Glasgow service in March 1991 which was just the same formation — an 86 electric and Mk2s all in Inter-City livery. **David Hunter** added that Cross-Country sets of the time, when fully formed, comprised a BSO (Brake Standard Open), 5 TSOs, and a RFO (Buffet (as they were then) First Open). On a correctly formed train the BSO or RFO would be leading. Perhaps this train was misformed?

There things stood for a while until **John Pickup** suggested the location could be much further south, near Yealand on the curve north of bridge No. 32, which carries Tarn Lane, designated as the Yealand Road bridge in the 2013 Network Rail register. He attached this zoom of a Pearsall photo taken off the bridge in 1966 with 70022 on an Up parcels, and with the Down IBS for Burton & Holme No. 1 just off the end of the train. Bill Worden, who took the challenge photo, would be on the bend towards the end of the train.



Andrew Naylor agreed, and posted this photo he took of the new-build A1 60163 *Tornado* at just this spot, and one of a sign showing the bridge is now known officially as Dog Kennels bridge. That prompted Peter Smith, for whom this photo had been ringing annoying bells, to declare that this was the very spot where an ill-fated southbound APT came to rest after derailment on 18th April 1980, posting this photo (below right) of the re-railing efforts that followed.

The revised catalogue record will read:

**Image:** WOR80573

**Date:** 1992 (summer)?

**Date Logic:** Loco livery suggests between 1988 and 1993. Before that 86243 was blue and afterwards in RES (Rail Express Systems) livery. Coaches are all in Inter-City livery, which suggests later in the time window, and July-Sep 1992 would fit with the dates of similarly numbered images in the collection.

**Description:** Class 86 electric 86243, *The Boys' Brigade*, heads an Up express, most likely a cross-country service given the Mk2 coaches, approaching Bridge No. 32, Dog Kennels (previously Yealand Road) bridge which carries Tarn Lane. This was the place where a southbound APT came to rest after derailment at speed on 18th April 1980.

**Location:** Yealand

The photo looks to be taken from around here, looking NNE:

<https://maps.nls.uk/geo/explore/#zoom=15.6&lat=54.17917&lon=-2.74299&layers=168&b=13&mark=er=54.177807,-2.743004>



## Challenge No. 252

*"The route is no puzzle, but where's the location?"*

While the Stainmore route was suggested immediately, the exact location was certainly a puzzle. Ken Harper had to break the silence by adding his own thoughts that this was a Down train, heading from Stainmore Summit towards Kirkby Stephen and secondly that it might not be far from the location of Challenge 236, which was near Merrygill Viaduct.

In the absence of further comments, Challenge Team heads were put together, maps studied and external experts consulted. The telegraph poles are on the north side of the line hereabouts which confirms the train is heading west. More tellingly, the poles in 236 near Merrygill have 3 bars with 9 pots while those in the challenge photo have only two bars with seven, which seems to fit locations further east. The conclusion is that 65061 is passing Rookby Scarth, about a mile and a half further towards the summit than Merrygill.

The height, line of, and distance to the fell ridge behind the train matches nicely, whereas at other locations where the curve of the line and embankments match, such as Mousegill viaduct, they don't.



This photo from the Benchmark Survey, which is taken from a very similar place, shows a similar fell ridge, and using Google Earth, **Tim Saunders** found the same two humps seen above the engine's tender can still be seen today.

The revised catalogue record will read:

**Image:** PEG234

**Date:** August 1954

**Description:** LNER ex-NER J21 0-6-0 65061 (51A Darlington) coasts down from Stainmore Summit past Rookby Scarth towards Kirkby Stephen with a Down stopping passenger

**Location:** Rookby Scarth

The photographer is thought to have been standing somewhere around here, looking east:

<https://maps.nls.uk/geo/explore/#zoom=17.0&lat=54.48581&lon=-2.31254&layers=168&b=1&marker=54.485808,-2.312538>



### Challenge No. 253

*“Those were the days... but where, and what, might the train be?”*

**Paul Salveson** noted the three 6-wheel milk tanks behind the engine and suggested this might be somewhere south of Appleby. Facebook friends pointed out there were also creameries at Aspatria and Egremont that used to despatch tanks to Carlisle for onwards transit to London. They added that milk tanks were the only tanks that could be mixed into a passenger train as they were Non-Passenger-carrying Coaching Stock (NPCCS). **Noel Machell** commented that the walls looked to be limestone, and nudged things onto the right track with the observation that this could be south Westmorland.

No sooner was that said than in stepped **Jay Hartley** saying he thought this was in fact Sedgwick, south of Oxenholme. **Ken Harper** agreed, and wondered if the item at the far left hand edge of the photo, just above the rear of the train was the Sedgwick Down 1B signal. Ken also commented that it was somewhat unusual to see tanks behind the engine rather than on the rear. **Rory Wilson** suggested the vehicle behind the tanks would be for churn traffic and **Trevor Wilson** wondered if it was perhaps a 6-wheel 31'6", gangwayed 'Stove R', introduced by Stanier.

**Andrew Naylor** answered a question he had himself posed earlier, namely, “Did unrebuilt Scots work over the S&C?”, with the following from the RCTS book of Royal Scots by John Jennison: *From their inception in 1927, Royal Scots were banned from the Midland division because their axle loading was too high. However, in 1941 Scots (still unrebuilt) started working between Leeds and Carlisle. From 1943 rebuilt Scots made regular appearances north of Leeds following their allocation to Holbeck.* Noel Machell added that Rebuilt Scots were run in ex-works on Leeds-Morecambe trains during WW2. He knew this because he was lifted up onto the footplate of one by a porter at Bentham station who told him that it was a ‘new injun’.



With all that nicely established, **Robert Adrian** added further details as he'd found the very same photo in the Feb 1981 Railway World he happened to be sorting out. The photo, from the Ken Nunn Collection, shows No. 6103 *Royal Scots Fusilier* heading the 6.45 am ex-Aberdeen in the last week of peace, on 30 August 1939. Shortly afterwards, the train became a through section from Perth attached to the 10.00 ex-Glasgow.

The revised catalogue record will read as in the text box to the right:

**Image:** M00660

**Photographer:** Ken Nunn Collection

**Date:** 30th August 1939

**Description:** Unrebuil LMS 7P Royal Scot 4-6-0 No. 6103 *Royal Scots Fusilier* (1B Camden) heads the 6.45 am express passenger ex-Aberdeen south past Sedgwick, with 3 milk tanks and a 6-wheel passenger brake behind the engine.

**Location:** Sedgwick

As the photo looks to have been taken from a bridge it seems the photographer was standing around here, looking north-east:

<https://maps.nls.uk/geo/explore/#zoom=16.1&lat=54.27534&lon=-2.74337&layers=168&b=1&marker=54.274801,-2.742650>

## Challenge No. 254

*"Where has this special wagon wandered to, broadly when ..... and why?"*

**Rory Wilson** quickly identified this nuclear flask carrying wagon as one of the 1969-built Diagram 2/534 Flatrols, TOPS code XKB, which was later changed to FNB. So he suggested the date would be late 70s or early 80s. First thoughts about the location were that this might be something to do with the staged crash at Old Dalby, but that was ruled out as involving a different wagon type.

The location was then identified, first by a Facebook contributor and confirmed by **Alan Johnstone**, as outside the MEO Building in Vickers works in Barrow where he used to work.

**Graham Worsnop** advised that the flask was an AGR flask with a shock-absorbing collar. The AGR A flask and collar came into use from the mid 1960's and was replaced by the externally similar AGR A2 flask and collar in the early 1980's. He wondered whether this might be a publicity photo (as the flask is pristine) for the AGR A2, but then why would it be at Vickers? Did these get made there or (as other records suggest) at BSC Workington and Whessoe, Darlington?

**Dave Garrett** on the other hand remembered testing new flasks in Barrow. What the actual reason was we'll probably never know.

The revised catalogue records will read:

**Images:** M00722 and M00723

**Photographer:** Unknown, possibly official

**Date:** late 1970's to early 1980's

**Description:** M00722 – A 1969-built Diagram 2/534 Flatrol XKB550002 carrying a pristine, possibly new, AGR cuboid flask E39A with shock-absorbing collar, stands outside the MEO Building in the Vickers works in Barrow. Side-on view.

M00723 - ditto, with 3/4 view.

**Location:** Barrow, Vickers Works



## Challenge No. 255

*"One for the signal experts. What and where is it?"*

Short and sweet this one, but a perfect outcome! A Facebook friend shrewdly observed the signal was slotted, suggesting two boxes close together, or a crossing involved. Then another wondered if this lattice post distant might be North British, perhaps on the Waverley Route, but **Keith Fenwick** ruled that out as it was located on the 'wrong' side of the line. That didn't fit as NB engines were left-hand drive.

Then **Richard Foster** cut through these initial ponderings with the specific proposal that this was the Down Distant for Brayton, or Brayton Junction, depending on the actual date. Although not marked on the OS map he consulted, the topography looked right. **Graham Worsnop** advised that the existing catalogue record did indeed suggest this was an MCR signal.

Younger members might be puzzled: the Ups and Downs on the Maryport & Carlisle line were swapped over in June 1973 when Carlisle PSB opened. So what was the Down line (the track furthest on the right in the photo) is now called the Up line.

As Keith pointed out, the signal is on the opposite side of the tracks to the normal position. This is usually done to make sighting easier, but, as this is a long straight section with no sighting problem, it is unclear why it is there.

The revised catalogue record will read:

**Image:** PA0604

**Date:** c. 1935

**Description:** The Down Distant for Brayton (or Brayton Junction depending on the actual date), with lattice post, viewed from the rear by the trackside looking towards Carlisle. The signal is on the opposite side of the tracks to the normal position.

**Location:** Brayton, east of The photographer would have been standing about here, looking north-east: <https://maps.nls.uk/geo/explore/#zoom=17.7&lat=54.78483&lon=3.28668&layers=168&b=1&o=100&marker=54.784899,-3.285667>

## Challenge No. 256

*"A pastoral scene, but where?"*

This challenge, which **Howard Quayle** finally dubbed 'a challenger's challenge', stumped everyone as to the location, and led to deep discussions of the nature and ownership of the wagon and brake. **Ron Herbert** identified the loco as an LNWR 'Super D' 0-8-0, and wondered whether this was a service train, or an Engineer's train, and was the loco actually carrying Class A headlamps, indicating it might be an enthusiasts' special.

Suggestions for the location flew thick and fast, and ranged right across the southern CRA area and beyond. It started with the Lakeside, Eden Valley and Kirkby Stephen to Tebay lines, and even a J39 was invoked. **David Varley** wondered if the crossing might be Dalton Road Gates on the Coniston branch. Howard responded that the crossing keeper's house there was much bigger, being L-shaped in plan, which seemed odd when the crossing keeper had no signals to pull off, presumably just opening and closing the gates for what little road traffic used the minor lane.

Given the loco was an LNWR 0-8-0, **Tony Jenkinson** asked if this could be the Longridge branch. Ron was sure it wasn't, having travelled over the line several times, and in turn suggested it might be the Hincaster to Arnside line. **Les Gilpin** was sure the house was familiar, but equally sure it wasn't a Furness Railway crossing cottage. Howard began to consider far-flung places where 'Super Ds' roamed, such as the Cheddington to Aylesbury branch or some minor line in the Black Country.

There it rested, location unidentified, when **Graham Worsnop** posted the existing catalogue details, and may well have continued to do so but for one of those chance events that sometimes deliver victory out of the jaws of defeat. **John Pickup** happened to be looking for the location of some Ken Nuttall photos on the Glasson Dock branch and noticed a feature that Howard commented on right at the very start. What Howard thought might be an abandoned curving trackbed in the foreground turns out to be a floodbank with a path on top, just north of Aldcliffe Crossing. Noting that the cottage, the trees, and the crossing gates all tie in, as does the hill in the left background on the 1:25,000 map, John posted a Pearsall photo (above right) taken from the opposite side of the crossing looking north.

The revised catalogue record will read:

**Image:** JA0621

**Date:** c. 1952

**Description:** An unidentified LNWR 0-8-0 running tender first sets off north from the crossing on the Glasson Dock branch with a short Up goods train, the gates having been closed behind it.

**Location:** Aldcliffe Crossing

The photo looks to be taken from about here, looking south

<https://maps.nls.uk/geo/explore/#zoom=16.1&lat=54.03569&lon=-2.82720&layers=168&b=1&o=100&marker=54.036288,-2.8276>



## Challenge No. 257

*"Where's No. 5, and where might she be going?"*

Cometh a photo of a Furness Railway loco, cometh **Neil Smith**! Neil gently pointed out that the loco wasn't No. 5 in fact, but No. 35 — the fourth of the second class of 4-4-0s built by Sharp, Stewart & Co., for the FR, variously described as the 1896 locos, the 21 class, the 'Large Seagulls' or the K2 class.

Neil then provided detailed notes on the loco and, not for the first time, we are delighted to repeat these verbatim. Neil commented that, *...the photo was taken after 35 was fitted with a superheater — which entailed the fitting of the longer smokebox with the overhanging front as seen here. Baxter states this was fitted in 1909, and the loco was renumbered to 47 in 1920, so that gives an 11 year window for the photo. The loco still has its bogie splashes fitted, but I do not have a date for when these were removed, as they generally were for the earlier FR 4-4-0s that had them fitted. Certainly, a photo of this loco in LMS days as No. 10140 shows no bogie splashes and the refitting of a standard smokebox after the removal of superheating.*

Neil then turned to the stock: *The carriages are of interest too. First up is a FR Diagram 10 bogie third with lavatory. These were rebuilds of two old four wheel third class carriages on a 43'6" bogie underframe. Being of older origin these 5 vehicles had the 'Scottish' style of panelling rather than the later FR standard 'Wolverton' style panelling that had been in use for almost a decade when these rebuilds were turned out in 1903. I think the second vehicle with the ducket is a foreigner but not sure where from. The third is a FR Diagram 21 cupboard composite with lavatory, then a FR Diagram 22 brake composite — these two types were the first bogie carriage types on the FR, introduced in 1897. The fourth is a Midland Railway bogie clerestory carriage which appears to have a ducket but the image resolution is not good enough to say much more about this and the vehicles further back.*

Finally, note the inside keyed track on the nearer line with 30 foot rail lengths, typical of FR PWY in the 19th century, but which endured past the Great War in some places despite the decision to switch to outside keys (because this meant the rail chairs were less liable to fracture).

As a parting shot, Neil suggested the train could be leaving Grange in the Down direction towards Barrow, west of Bailey Lane crossing. **Keith Fenwick** agreed, commenting that though telegraph poles were most often on the Up side of this line, around Grange they seem to have been on the Down side. The train is almost head on into the sun, which is quite high. Changing the contrast in the photo shows a distinct hill in the background, with the track curving to the right. And **Les Gilpin** too, who'd looked at this photo a few times over the years, believed it was indeed west of Bailey Lane heading for Barrow.

When the Challenge Team tried to

pinpoint the exact location, they first thought that the track curvature suggested that the photo had been taken around Berners Crossing just north of the bathing pool. However, there was a footbridge over that stretch of line, and it's shown on the 1891 OS map, so it should have been visible in the photo. And the Pearsall photo below shows it would be in full view if the photo were taken from near the crossing.

This caused some scratching of heads, but the Team spotted another location further south, approaching Kents Bank, that would fit. This is shown with a blue marker on the map below; the Berners Crossing location being marked with a red arrow.

When viewed on Google Earth the Kents Bank location fits better than the more northerly one in terms of the hill that Keith noticed, faintly visible in the distance on the LHS of the challenge photo.

That conclusion was posted and has not been gainsaid. So the revised catalogue record will be as in the text box above right.

**Image:** KER042

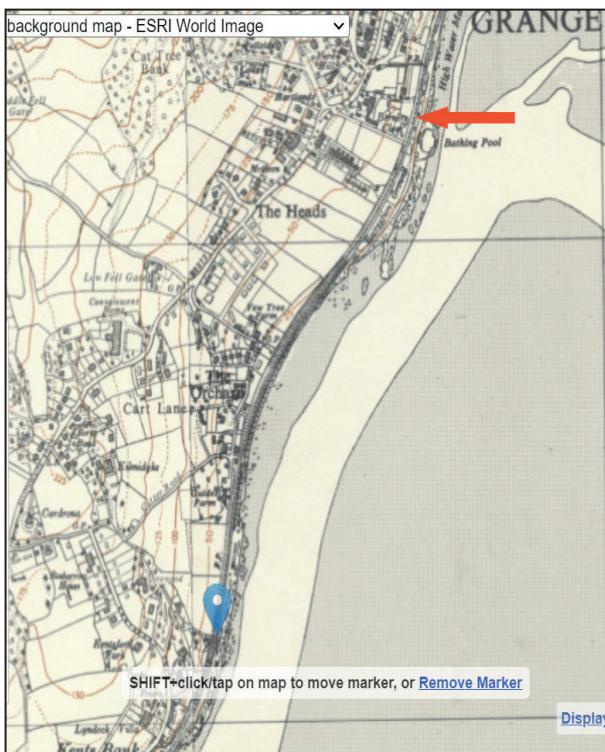
**Date:** 1909-1920

**Date Logic:** No. 35 has an extended smokebox associated with the fitting of a superheater in 1909 and was renumbered to No. 47 in 1920.

**Description:** FR 4-4-0 No. 35, from the second class of 4-4-0s built by Sharp, Stewart for the FR, approaches Kents Bank with a Down express passenger.

**Location:** Kents Bank, north of We believe the photo was taken from around here, looking north

<https://maps.nls.uk/geo/explore/#zoom=17.0&lat=54.17859&lon=-2.91924&layers=168&b=1&o=100&marker=54.177908,-2.919966>



The map is reproduced with the permission of the National Library of Scotland



### Challenge No. 258

*"A rare Pearsall photo without a date... nor a location. And what's the likely duty?"*

This one was very short and sweet, and given the unknowns the result was outstanding!

**Tony Jenkinson** was first off the mark with a confident suggestion that the train was travelling south on the Ingleton line. He further proposed the train was south of Barbon with the fells to the east of Barbon in the background. He'd noted another Pearsall photo (PEK955) showing an Ivatt class 4 2-6-0 on a return ramblers' excursion from Tebay to Bradford that could well be in the same area as it shows materials at the trackside similar to that shown in the 'challenge'.

Tony pointed out that the 24L shedplate dated the photo to after 1st April 1958, and the absence of 25kv warning flashes suggested it was unlikely to be later than say 1961. Narrowing the time window further, Tony noted that in the challenge picture 45306 is equipped with AWS, which was fitted when 45306 was outshopped on 1st January 1960.

**Howard Quayle** not only agreed with the location, but miraculously had turned up an entry on David Hey's website referring to a Leeds-Tebay ramblers' excursion on Sunday 18th April 1960 headed by...45306! This sits neatly in Tony's time window, and the still-leafless trees look just right for April in Lonsdale.

So the revised catalogue record will read as in the text box to the right.

**Image:** PEK948

**Date:** 18th April 1960?

**Date Logic:** Date given on <https://davidheyscollection.myshopblocks.com/pages/david-heys-steam-diesel-photo-collection-13-tebay-lune-valley-shap> for this loco heading a Leeds-Tebay ramblers' excursion which neatly fits the photo.

**Description:** LMS 5MT 4-6-0 45306 (24L Carnforth) heads south from Barbon with express passenger N926, believed to be a returning Sunday Leeds-Tebay ramblers' excursion

**Location:** Barbon, south of We believe the photo was taken from around here, looking north-east <https://maps.nls.uk/geo/explore/#zoom=16.3&lat=54.22679&lon=-2.57599&layers=168&b=1&o=100&marker=54.226428,-2.574683>

### Challenge No. 259

*"Another outing for the Border Railway Society, but where and when?"*

**Tony Jenkinson** kicked this off by spotting that this Border Railway Society tour has details listed on [www.sixbellsjunction.co.uk](http://www.sixbellsjunction.co.uk) that quickly established the date as the 24th May 1969 and the loco in charge as Sulzer Type 2 D5282. The itinerary listed on the site is shown on the next page.

**John Dickie** soon identified the location as Moor Row No. 2, and **Steven Leece** and **Ron Herbert** posted the photos overleaf showing the location from both directions.

**David Gibson** recalled this as a memorable tour, organised by John Hammond, one highlight being the ascent of Copperas Hill with two British Steel Corporation (BSC) diesels on the front and NCB's Amazon banking, and another being the ride back over Shap in a goods brake at 60 mph!





In response to a question, **Eliot Andersen** commented that the photo was presumably taken after the tour had returned to Moor Row from Rowrah, and the loco is heading towards the camera, bang-road on the Down. It might then use the crossover on the Cleator Moor Goods line and come back onto the stock on the Up line, before propelling it back into the Up platform before proceeding to Egremont.

The revised catalogue record will read:

**Image:** BI0676

**Date:** 24th May 1969

**Description:** BR Sulzer Type 2 diesel D5282, with Border Railway Society 'The Furnessman' headboard, is probably approaching wrong line on the Down line while running round the Railtour train of brake vans standing on the Up line, east of the station, after return from Rowrah and before setting off via Egremont to Sellafield and ultimately via Barrow and Carnforth back to Carlisle.

**Location:** Moor Row No. 2

We believe the photo was taken from around here, looking west:

<https://maps.nls.uk/geo/explore/#zoom=18.2&lat=54.51679&lon=-3.53637&layers=168&b=1&o=100&marker=54.516795,-3.535660>

Loco(s)	Route
5282	Carlisle - Maryport - Workington - Workington Moss Bay
2x BSC 0-4-0 (1)	Workington Moss Bay - Harrington Jcn - Copperas Hill - Lowca
?	Lowca - No.4 Pit Siding
?	No.4 Pit Siding - Bain's Siding
5282	Bain's Siding - Parton - Whitehaven - Corkickle - Moor Row - Rowrah
5282	Rowrah - Moor Row
5282	Moor Row - Egremont - Beckermet - Sellafield - Ravenglass - Millom - Foxfield - Park South Jcn - Barrow-in-Furness - St Lukes Jcn - Loco Jcn - Hindpool North (2)
5282	(2) Hindpool North - Devonshire Bridge - Carnforth Yard - Carlisle (2)

Details from [www.sixbellsjunction.co.uk](http://www.sixbellsjunction.co.uk)

Notes :

(1) Banked by NCB 0-6-0ST *Amazon* from Harrington Rose Hill to Lowca - No.4 Pit Siding.

(2) Exact reversal points/route confirmation required.



NCB 0-6-0ST *Amazon* pauses at the top after banking 'The Furnessman' up Copperas Hill.

CRA Peter Robinson Collection  
PWRXA19a06.

## Challenge No. 260

*"Two preserved LMS 4-6-0s at full throttle on 30th. December 2010. Where are they?"*

**Tony Jenkinson** nailed this one for us with a single blow – a shrewd 'guess' (he says) that it's east of Petteril Bridge Junction with the Newcastle line just visible through the trees to the right of the train.

And indeed, when we checked, so it was. In the Google Earth view, looking towards Carlisle, there's an Up signal to the right of the tracks which fits with what looks like a signal visible over the second coach in the challenge photo.

It seems the trees seen behind the train in the challenge photo, taken 14 years ago, had been cleared by the time of the current Google Earth view.

**Eliot Andersen** and **Andrew Naylor** kindly shared their photos of the train: Eliot's at Greenholme in the morning and below it Andrew's of the locos at Hellifield that evening.

The revised catalogue record will read:

**Image:** IPA00460

**Date:** 30th December 2010

**Description:** Preserved LMS class 5MT 4-6-0 44871 and 6P Jubilee 4-6-0 5690 Leander double-head the Winter Cumbrian Mountain Express (1Z44 Manchester–Carlisle, 1Z46 Carlisle–Manchester) carrying a wreath in memory of West Coast driver/fireman Paul Kane of Carlisle who died on the footplate of 60019 *Bittern* on 18th December 2010.

**Location:** Petteril Bridge, east of We reckon the photo was most likely taken from the Eastern Way road bridge, about here, looking north-west:

<https://maps.nls.uk/geo/explore/#zoom=17.9&lat=54.88577&lon=-2.90295&layers=9&b=1&o=100&marker=54.885737,-2.901197>

Putting the Lat Lon 54.885737, -2.901197 into <https://earth.google.com/> will show the revised road layout and new bridge.



**Interested in the railways  
of the north west?**

**The Cumbrian Railways Association**  
covers all aspects of rail transport in  
Cumbria and the surrounding areas,  
from the beginning of the railways to  
the present day.

Membership details can be found on  
our web site at  
[www.cumbrianrailways.org.uk](http://www.cumbrianrailways.org.uk)

