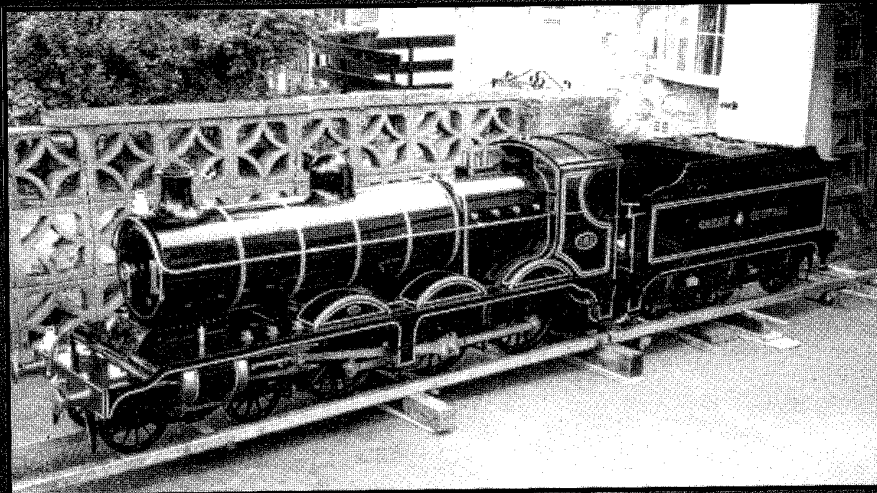


# FORWARD



Journal of the Great Central Railway Society

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## GREAT CENTRAL RAILWAY SOCIETY

Forward is the house journal of the Great Central Railway Society.  
The Society founded in 1974, is open to all interested in any aspect of the  
Great Central Railway, its predecessors, successors and joint lines.  
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'Letters to the Editor' and G.C. Today feature, including articles for consideration of publication must be submitted to the Editor by August 1<sup>st</sup>.

Any views or opinions expressed in 'Forward' are those of the individual contributors and not necessarily those of the Editor or Committee Members of the Great Central Railway Society.

## EDITOR'S NOTES

In this edition you will find the final article from Ken Grainger regarding the rededication of the Great Central Memorial at Sheffield on November 11<sup>th</sup>. (Page 12). So please make a note in your diaries, as this will be the last edition of 'Forward' before that date.

I am sure that many members of the Society are aware of the vast effort and contribution Ken Grainger and his committee have had to undergo to bring this momentous project to fruition and it will be a 'Red Letter Day' for them and recognition for the Society. To achieve this especially on November 11<sup>th</sup> with all the associated planning by all concerned, will make it a very special and poignant occasion for all those who can be there.

I would prefer to include a full description of the day's events appearing in the following edition of 'Forward' 138, which is due out at the beginning of December. But with the very tight dead line I have to work to, preparing and completing all other copy, plus the late inclusion of the Memorial article including photographs, will I'm sure, prove very difficult to achieve. I am sure that everyone concerned in the project, including our own Honorary members and Society members, would rather prefer that such an historical event has a full and detailed account recorded for their and our own posterity. I have no doubt that there will be press and probably T.V. coverage, plus other comment, therefore I propose a full and detailed account will be published in the Spring issue of 2004.

I am sure that some members may not at first glance find much interest in Ken Grainger's article, 'To Read's Island and Beyond', elsewhere in this edition. This is a recording of a boat trip on a ninety-year-old sailing sloop along the River Humber, arranged by a local GCRS meeting group earlier in June this year. I have included it because it shows with a little organisation how members can enjoy a special day out together, doing something different, but embracing a degree of Great Central history. As editor I obviously have to read every word that is published and I even learned something considering I live in the same locality and have passed the same location many times in the past, unaware of its Great Central connections. I refer to the trainless railway station, adjacent to the Victoria Pier at Hull similar to the famed GWR station at Dartmouth.

I regret to inform members of the untimely death of member Geoff Royston. Geoff was an engine driver before retirement and not only did he regularly attend our AGM's but was also a prominent visitor at numerous railway meetings throughout the country. He was also a prolific writer of railway articles, several of which have appeared in Forward, the last in issue 131. Unfortunately Geoff could not type and all his articles were hand written, consisting of over 20 – 30 pages on A4 size ruled paper, but they were always of interest with his vast knowledge of footplate working. I still have one or two of his articles on file and will endeavour to publish them in the future. An obituary by his very close friend and work colleague Peter Howard appears on page 11.

Finally, because of my railway footplate background I am often asked questions at our local branch meetings regarding railway operation and queries about footplate working. So I thought it may make an interesting article posing some of these questions and I try to answer them for the benefit of those other members who may be interested. I recognise I could be on thin ground here as I am sure there are several of our members who are far more knowledgeable than I am. However I will try to answer them in a straightforward way without hopefully becoming too complicated.

Question. What was the reason for the standard rail gauge being set at 4.8½ins or a metric equivalent of 1435mm. (*This is one question I cannot answer. Any theories? Ed.*)

## **THE RAILWAY POLICEMAN (Part I)**

**Brian Bell**

The introduction of rail transport first appeared in this country in the mid 1700's, described as a primitive system consisting of a set of rails with one or two wagons being hauled by horsepower and used solely for the transportation of goods and at that time called a 'waggonway'. Documental proof of the existence of railways appeared with the publication of an Act of Parliament in 1758 authorising construction of a railway to Middleton Colliery near Leeds.

Several steam locomotives were invented in the early 1800's but according to an article in the Great Central Railway Journal of May 1910 the first successful locomotive was Hedley's 'Puffing Billy' built in 1813. This was followed quite rapidly by various other designed locomotives until the highly successful Stephenson's 'Rocket' which won the 'Rainhill Trials' in 1829.

The first public railway in the world to transport traffic (goods and passengers) by locomotive was the Liverpool and Manchester Railway when the Duke of Wellington formally opened it in 1830. The occasion however was marred by the first railway fatality when the Rt. Hon. William Huskisson disobeyed the railway companies instructions and alighted from the train onto the track only to be struck by a passing engine. A contemporary account of the event states: -

**"The (local) Garrison was under arms, and at various points within the site of the railway, cavalry were placed. Without this display of military force there would certainly have been a breach of the Peace, the populace having taken possession of many parts of the railway."**

One year prior to this incident, Sir Robert Peel had introduced his famous Act of Parliament leading to the creation of the Metropolitan Police in 1829, followed one year later by the appearance of policemen on the railways. The first documented evidence of the existence of railway policemen appeared in the 'minutes' of a meeting of the Liverpool and Manchester Railway, published in November 1830, referring to 'The Police Establishment'. Obviously the tragic accident and difficulties in crowd control on the day the line opened underlined the need for Policing the railway with the effect that the early Railway Policemen were probably sworn in as 'Special Constables'. They were appointed under a statute passed in 1673 during the reign of Charles II to: -

1. Preserve law and order on the construction site of the railway.
2. Patrol and protect the line.
3. Control the movement of railway traffic.

To this end 'station houses' were placed at one-mile intervals along the line to provide shelter for Railway Police. The term 'Police Station' used by most Police Forces probably derives from these buildings.

**'The Railway Companion'** in 1833, referring to the Liverpool and Manchester Railway stated,

**"The Company keep a Police Establishment who have station houses at intervals of about a mile along the road. These stations form depots for passengers and goods from or to any of the intervening places. The duties assigned to these men are to guard the road, to prevent or give notice of any obstruction and to render assistance in the case of any accident occurring, and to do this effectively, to keep up a continued line of communication."**

In 1831 The 'Special Constables' Act was passed and Railway Policemen had jurisdiction not only on

the railway but also in the area in which they were appointed. **'The London, Birmingham and Liverpool Railway Companion of 1838'** reported:

**"Each Constable, besides being in the employ of the company, is sworn as a County Constable; they receive the same pay and wear a dress similar to that of the Metropolitan Police, except in colour, which is green." In the same year The Great Western Railway Police wore uniforms with a stand-up collar in scarlet cloth with G.W.R. and a number thereon, hats are similar to the Metropolitan Police and Inspectors are distinguished by a red stripe of an inch and a quarter on the trousers."**

Most constables carried elaborately painted truncheons bearing the crest of the Railway Company, whereby Inspectors carried a brass or ivory 'tipstaff' surmounted by a crown. In order to regulate trains, watches, flags and lamps were issued to each man; (The Ulster Railway Police were even issued with a shovel and a wheelbarrow to help remove obstructions from the line). The watch was a rare item among working men at this time and was used to ensure there was a suitable delay between trains entering each section of track and thus avoid collision. The flags were red and white, the former to mean 'stop' the latter to mean 'all clear'.

The duties of these forerunners of the Police Service were to maintain law and order on the railways and to regulate the movement of trains. These somewhat static duties were however to change in the next fifty years as the railway network extended throughout the country.

### **The Navigators**

A huge workforce was required to build the ever-expanding railway system. Thousands of men previously used to cut canals or 'navigations' were used to build stations, lay track, dig cuttings, build embankments and excavate tunnels. Many of these 'navvies' came from Ireland, Wales and even the Continent to seek employment. Large shantytowns would be set up in rural areas to accommodate these men who all required food, drink and other home comforts; unfortunately these armies of rough workers with their various 'hangers-on' brought fear into genteel rural Victorian England.

In 1836 the inhabitants of Slough and Buckinghamshire asked for some of the newly formed Metropolitan Police to be sent to protect them from the men building the railways, "the parochial constable being totally unable to afford any protection." An 1851 account of these early railway workers says,

**"They injured everything they approached. From their huts to the part of the railway they were working on, over corn and grass they tore down embankments, injured young plantations, made gaps in hedges with no regard to damage or the property they invaded. Game disappeared from the most sacred preserves; game keepers were defied; and country gentlemen who had imprisoned country rustics by the dozen for violating the law shrank in despair of the railway navigator."**

Local justices appointed Special Constables to help keep these invading armies under control but the cost, of course, fell on the local ratepayers. Consequently on August 1<sup>st</sup>. 1838 an Act was passed which required Railway Companies to pay for constables to keep the peace near 'railway works'. These Police Officers certainly had to work hard for their money and often could not cope with the scale of disorder that was caused. In 1839 when the Chester and Birkenhead Railway was under construction fighting broke out between the English and Irish 'Navigators' and it was four days before order was restored by a detachment of infantry.

In 1840 labourers murdered a ganger on the Edinburgh to Glasgow Railway and it required a company of the 58<sup>th</sup>. Foot Infantry to arrest the ringleaders. The perpetrators were subsequently hung on a

makeshift scaffold beside the tracks. In 1846 two navvies were arrested for stealing watches and placed in a lock-up near Edinburgh, other navvies marched to the Police House, released the prisoners and murdered the local constable. In Swindon, the same year, navvies tunneled under the floor of the lock-up to release one of their friends. Brunel himself was involved with the 'Battle of Mickleton' on the Oxford, Worcester and Wolverhampton Railway in 1851 where the Riot Act had to be read out twice.

In 1866 the building of the railway near Tunbridge Wells was delayed following skirmishes between English labourers and foreign workers from France and Belgium who were believed to have been employed to undercut English wage rates. Houses where foreigners stayed were attacked by mobs and local shops were closed and premises boarded up until hastily sworn in Special Constables could restore order. Over 100 infantrymen were also placed on alert at nearby barracks. This use of Special Constables was not unusual and often railway employees themselves were sworn in as 'specials'. In 1848 for example, when there was a fear of revolution in the country, the London and North Western Railway ordered 20,000 police truncheons; meanwhile the locomotive Superintendent at Wolverton had the whole of his workforce agree to be Special Constables.

At this time, railway-engineering towns such as Crewe, Slough and Swindon, with large numbers of houses built to accommodate railway workers, were policed by the companies' force. In 1846 the first Police Station in Crewe was built by the railway who also appointed its own officers.

### **A Change of Role**

With the advent of mechanical signalling and the telegraph to improve communication and the introduction of County and Borough Police Forces, The Railway Policeman's 'lineside' role to protect the track and regulate traffic was surplus to requirements. He found himself being called upon to prevent and investigate crime and to assist with other 'station duties'. An 1837 regulation of the Liverpool and Manchester Railway required intended passengers to apply to a 'constable' for a ticket. He required 24 hours notice and noted the 'name, address, place of birth, age, occupation and reason for the journey in his book'. This accounts for the term 'booking office'. If the journey were considered to be for a 'just lawful cause' a ticket would be issued.

### **Crime on the Railway**

The continually expanding network of railways gave criminals new opportunities to move around the country and commit crime; however, the railways were pioneers of the electric telegraph and its use often involved the arrest of criminals arriving or departing by train. On January 1<sup>st</sup>. 1845 a Railway Police Sergeant became the first person to arrest a murderer by the use of electric telegraph.

As the amount of merchandise carried by rail increased the amount of thefts on the railway rose accordingly. In 1838 Her Majesty's Mails were conveyed by rail for the first time and the first mail thefts were reported shortly afterwards. In 1848 the Eastern Counties Railway recorded losing 76 pieces of luggage in just one day, and by the following year thefts from the largest six railway companies amounted to over £100,000 a year.

The goods manager at Euston wrote in 1853,

**“Thieves are pilfering the goods from our wagons to an impudent extent. Not a night passes without wine hampers, silk parcels, draper's boxes or other provisions being robbed.”**

Railway staff often committed thefts of goods and in 1873 ten railwaymen were sentenced to ten year's imprisonment for stealing from their employers.

In 1864 the first murder on the railways occurred when a German called Muller, robbed and killed a fellow passenger on a train in North London. The first arrest abroad by the British Police occurred in 1874 when a Metropolitan Police Inspector accompanied by a Railway Police Inspector went to the United States to arrest a former employee who had embezzled from the Grand Metropolitan Railway.

As claims for compensation for lost goods increased the Railway Companies decided to act by forming Detective Departments. The London and North Western Railway and Great Western Railway formed their C.I.D in 1863 but had used Police Officers in plain clothes to undertake special enquiries for several years before. Writing in 1894 the historian John Pendleton said,

**“The men in the Detective Departments on the railway do not fall like the persons they track into disgrace. They are patient, enduring, and smart and sometimes do clever and important work that has more than money value to the Company.”**

### **Decline**

In certain cases, as the duties of the Police were diverted from traffic control to protective work, the control of the Force was divided and the principal department, such as the operating and commercial department, had their own Police Establishments. This led to a decline in the Railway Police at a time when (after the passing of the 1856 County Police Act) County Police Forces were being formed and becoming better organised.

Some Railway companies such as the L.N.W.R., the Midland and the North Eastern Railway still maintained a Police Force with uniforms and Police Powers whereas others reduced their Forces, their duties being restricted to those in the companies interests. Often they had to perform non-police-related tasks and one railway company employed staff, unfit for normal duties, as constables! In the final decades of the last century many railways relied on the new County Police to do the ‘real’ police work and ‘hired in’ detectives where necessary. The London, Brighton and South Coast Railway at this time had a Police Force with fine uniforms. They had however no Police Powers.

The Railway Police at the turn of the century were therefore a hotchpotch of various forces, some with efficient uniformed men but others with old and undisciplined officers, ‘Police’ in name only and with a variety of duties to perform. In Ilford, one poor Railway Police Sergeant was blamed for a collision when he was dealing with a disturbance involving some trespassers, when he should have been changing some points!

### **A Time for a Change**

From 1900 several railway companies re-organised their police forces. The London, Brighton and South Coast Railway virtually reformed their police force from scratch in that year, followed by the Great Eastern, the North Eastern and Midland in 1910, Caledonian in 1917 and lastly the G.W.R. in 1918. As with almost all County and Borough Forces these reorganised forces were headed by ex-army officers. One of these Railway Police Chiefs, Captain Horwood of the N.E.R. Police later became Commissioner of the Metropolitan Police.

The North Eastern Railway Police at this time were the first Police Force in this country to use dog patrols. The ‘Penny Pictorial’ in 1910 reported:

**“The novel experiment by the N.E.R. Police of employing dogs as detectives on the docks at Hull consist of a number of trained Airedale Terriers which, in company with the Railway Police, patrol throughout the night and capture thieves, tramps and other persons who may be sleeping out. The dogs are trained to obey a Police whistle and to chase and stop a man who is running away.”**

Nearly all other police forces in the world have followed suit.

### **A New Century – A Better Deal**

Reorganisation pulled the Railway Police with a sharp tug into the 20<sup>th</sup>. Century. Rates of pay, conditions of service and uniforms were improved and establishments increased. One railway provided training for its constables and facilities to improve their education and Manuals of Guidance were issued.

In 1912 the Suffragettes began attacking the railways in an attempt to draw attention to their cause, firstly causing damage to the compartments of a Tunbridge Wells – Victoria train then attempted to vandalise signal wires at Potters Bar. A year later their attacks took on a more sinister role when several railway stations were burnt to the ground firstly at Saunderton on the GWR then Croxley on the LNWR. This was followed by several incidents of bomb making equipment being found at several other stations including one at Liverpool Street, with a note attached reading *'Votes for Women'*. Suffragettes were believed responsible for setting fire to several railway carriages at Teddington and a bomb was thrown onto the platform at Reading just as the Paddington - Bristol express passed through. Leuchars station in Scotland was destroyed and the next station attacked and burnt down to the ground by Suffragettes was Kenton in Newcastle.

The beginning of the Great War in 1914 appeared to put an end to the Suffragettes' attacks against the railways but it was to put a huge strain on the railways and their Police. In some Forces over half of the manpower was conscripted, the remaining officers being supplemented by Special Constables, and for the first time women police officers, but hours for the railway police increased and wages dropped. Special wartime regulations gave police extra duties, as the railways became targets for bombers with several stations in London receiving direct hits including Liverpool Street and St. Pancras causing many casualties.

### **Between the Wars**

After the First World War many men returned to their former jobs with the police and in 1919 the pay of all Railway Police was standardised and the Railway Police Federation was formed. This was followed in 1921 when the 'Railways Act' amalgamated over one hundred separate railway systems (of which about 20 had organised police forces) into four groups: -

The Great Western Railway (GWR)  
The London and North Eastern Railway (LNER)  
The London, Midland and Scottish Railway (LMS)  
The Southern Railway (S.R.)

Each had its own police force controlled by a Chief of Police. These four forces were organised in the same way; each split into a number of Divisions headed by a Superintendent, then divided into a number of sub-divisions led by an Inspector. Detectives worked with their uniformed colleagues at most locations, but many 'non-police' duties were retained however, with officers acting as crossing keepers or locking and sealing wagons.

In 1921 it was the turn of Irish Nationalists to attack railway property resulting in ten signalboxes in the London area being attacked. Signal wires were cut and a signaller at Walthamstow was shot in the face.

During the General Strike of 1926 many members of the public volunteered to work on the railway to keep it moving, and the police issued them with identity cards. Special Constables were again



employed and with the threat of sabotage the Railway Policeman once again found himself walking the tracks to check for obstructions, the same duties as his predecessors nearly 100 years previously. In 1935 Police Establishments increased. The Southern Railway transferred existing employees into the police on secondment and if found suitable they were appointed, while the L.M.S. preferred ex-servicemen. The LNER Police trained their new entrants by sending them to Metropolitan Police or other Police Training centres to train with local police constables; this was however, the exception to the rule as most other entrants received a copy of the 'Manual of Guidance' and were ordered to attend lectures in their own time.

### **World War II**

During the last war the strength of the Railway Police doubled. With many men conscripted to serve in the war, Special Constables and Women Police were again employed. (This time female officers were here to stay).

Virtually all Officers were trained in the use of Firearms and many, especially those at docks and ports, carried them all the time. In many cities bombing raids took their toll and railway lines and several stations received direct hits, meanwhile in London 79 Underground stations were used as shelters. A bomb near Balham Station fractured a water main and 68 persons sheltering at the station were drowned and a direct hit on Bank Station caused the death of 56 passengers. These were just two of many incidents.

Large amounts of goods were carried by rail and with rationing, thefts became a huge problem. (Thieves obviously being helped by the many 'blackouts'). Between 1941 and 1952 thefts on the railway actually exceeded the total number of thefts reported by all the police forces in England and Wales combined! Police vigilance during the war was also required at the railway owned docks such as Southampton, Hull, Grimsby and in South Wales where the police also undertook duties on behalf of the War Department and the Admiralty.

### **Unification**

During the War the Railways were run by a Railway Executive Committee who set up a Police Committee formed by each of the Chiefs of Police. This committee co-ordinated Britains Railway Police and reported to the Railway Executive. The requirements for training were recognised and in 1945 twelve experienced Railway Police Officers from the four main companies attended a Special Home Office Course for Police Instructors. Their work subsequently led to the formation in 1948 of the Police Training College which was set up in a former boys school, 'St. Cross' in Tadworth, Surrey.

The co-ordination of the Railways during the war years worked well, for in 1947 the Transport Act created the British Transport Commission, which unified the railway system of this country. On 1<sup>st</sup>. January 1949 the British Transport Commission Police were created, formed from the four old railway police forces, canal police and several minor dock forces. The head of this new organisation was Mr W.B.Richards who was known as Chief Officer (Police) British Transport Commission. He had six areas under him each led by a Chief of Police. At the time of re-organisation the police establishment consisted of 3,890 Officers, the second largest police force in the country. (The London Transport Police consisted of just 100 Officers amalgamated with the rest of the force in 1960).

The 'Transport Act 1949' repealed legislation relating to the Railway Police and from that year all members of the Transport Police were appointed by virtue of Section 53. The Act also laid down the jurisdiction of the Force and gave extra powers to stop and search not enjoyed by other forces.

The new Force enjoyed better conditions of service, but pay was lower than that of the 'civil' police perhaps due to much non-police work still being done such as gate duties, and sealing and locking goods vans. In 1957, an arbitrator granted pay parity with the 'civil' police. This made such a large force even more expensive to run, and The British Transport Commission set up an inquiry to establish whether there was a need to maintain a separate police for the railway at all. The 'Maxwell-Johnson' enquiry found that civil forces could not meet policing requirements for the railway and that it was essential that a specialist police force be retained.

### **The First Chief Constable**

The enquiry also made a number of recommendations regarding the organisation of the Force. This included the appointment of Mr Arthur West (former Chief Constable of Portsmouth) as the force's first Chief Constable making many improvements to the force including the establishment of the first Force Headquarters in Park Royal, Northwest London. He also reorganised the C.I.D. appointing a Chief of Police (Crime) at his new H.Q., with C.I.D. duties restricted to the investigation of crime. (Formally they dealt with much summary work including travel frauds).

1961 was a bad year for the Force when the B.T.C. Police lost pay parity with other forces, causing leakage of many good officers to other forces. Soon after, following the 'Beeching Cuts' on the railway, the establishment of the force dropped to 2,300.

In 1962 The British Transport Commission was abolished and the 'Transport Bill' proposed the splitting up of The Transport Police and it was thanks to the vigorous efforts of the Federation that prevented this. The word 'Commission' was dropped from the title and since then the Force has been known as The British Transport Police. *(This Act however resulted in the formation of the British Railways Board and a British Transport Docks Board each responsible for their own finances. Police were formed into separate sections to either police the docks or the railways). This would have a dramatic affect many years later, when the Docks Board was privatised and renamed Associated British Ports (ABP). In 1984 the new authority decided to disband the B.T.Police from policing the docks and large ports such as Southampton, South Wales and the Humber Ports lost a police force which had been in existence for over 100 years. ABP relied instead on private security firms for security matters and the civil police to investigate crime. Hundreds of officers were given the opportunity to either transfer to other stations or take redundancy)*

Arthur West left the force in 1963 and a new Chief Constable was appointed. He was William Owen Gay, then Chief of Police (Crime). He had joined the Great Western Railway Police as a constable after leaving university and had steadily worked his way up through the ranks. Only three weeks before this appointment on August 8<sup>th</sup> the 'Great Train Robbery' took place at Cheddington Bedfordshire on the West Coast main line when a gang of thieves managed to stop the train and steal £2.5million in used banknotes. As a result of the attack armed B.T. police officers travelled on mail trains until 1973.

In 1968 new recruits were sent to District Police Training Centres to train alongside their civil police colleagues, but Tadworth was retained for training in Railway Bye Laws and related offences.

In March 1976 there were three incidents of the IRA exploding bombs on trains within the London area. One of the incidents occurred at Wood Green station on the London Underground when a train driver was shot and killed when a bomb exploded prematurely.

The Force introduced new technology to assist in recording crime on the railway. A computer system (PINS) was set up at Force Headquarters to record crime reports. The B.T.P were the first Police Force in this country to use a computer to report and record crime.

## **POLICING INTO THE MILLENNIUM**

The IRA targeted Britain's railways during the early 1990's with bombs exploding on railway stations, lineside and on trains. The problem was further compounded by numerous hoax calls. In 1991 the Force dealt with 1683 hoax calls and 1391 suspect items, however the Force continued to work long hours and liaised with the security services to ensure that the railways were safe.

The opening of the Channel Tunnel saw a dedicated group of officers policing the international link to the continent and during the European Football Tournament of 1998 a British Transport Police Station was opened at Lille Railway Station in France.

Train accidents at, Southall, Paddington, Hatfield, Selby and Potters Bar again thrust the work of the Force into the Public arena. Officers worked long hours on the sites of the accidents and in the aftermath involving long and complex investigations. To assist with the increasing pressure on the Force, Special Constables have again been appointed.

Finally in 2003 as a result of B.T.Police inquiries into the Hatfield train crash, several directors of the rail authority 'Railtrack', responsible at that time, and two directors of the maintenance contractors Balfour Beatty, have been charged with criminal offences.

*I am greatly indebted to the Chief Constable of the British Transport Police Mr Ian Johnston CBE for permission to publish the above article which was adapted from Police Constable Kevin Gordon's (unofficial Historian of the B.T.Police) booklet titled 'British Transport Police' - A History of Policing the Railways'. (Ed).*

*His sources include*

1. *'The William O Gay Papers'.*
2. *British Transport Police Journal.*
3. *"The Railway Policeman" 1960 - J.R. Whitbread*
4. *A Brief History of the London Transport Police - A.G. Peedle (1974).*

*Part II 'The Policing of Immingham and Grimsby Docks 1960 - 1970 follows in the next issue of 'Forward'.*



A railway Policeman assists young evacuees onto a train (probably at Euston) during the Second World War.  
**A Daily Mail photograph.**

## **JOHN ROBINSON'S PROPOSED PACIFIC**

**Charles Phillips**

In Volume III of George Dow's 'Great Central' mention is made on page 326 of a proposed 4-6-2 locomotive. However no drawing of it is shown.

I was intrigued by this proposed locomotive and assumed it to be a last attempt at designing a Pacific express passenger locomotive for the Great Central on the eve of the Grouping in the same way as Sir Vincent Raven's Pacifics were for the North Eastern Railway. However on buying a copy of David Jackson's 'J G Robinson – A Lifetime's Work', which has a drawing of the proposed locomotive, I came to a different conclusion. I attach a copy of the drawing.

As can be seen the locomotive has individual splashers to the driving wheels and the cab does not have side windows, but rather a cut away opening. Also the diameter of the driving wheels is 6ft. 6in. The Great Central had abandoned the use of individual splashers to driving wheels on its locomotives from 1911 with the advent of the class 8K 2-8-0's and tended to use rather larger driving wheel diameters than 6ft. 6in. for express locomotives. This led me to the conclusion that the proposed Pacific was designed sometime before 1910 and to be used as a mixed traffic locomotive. This is further consolidated by the fact that the Sir Sam Fay class 4-6-0's of 1912 had 6ft. 9in. driving wheels and were regarded as express locomotives. Against this are two factors:

First that the 'Glenalmond' class 4-6-0's of 1913 had only 5ft. 7in. driving wheels.  
The London and North Western's 'Experiment' express 4-6-0's of 1906 had 6ft. 3in. driving wheels.  
The Great Eastern's 1500 class (S69) 4-6-0 express class of 1911 had 6ft. 6in. driving wheels.

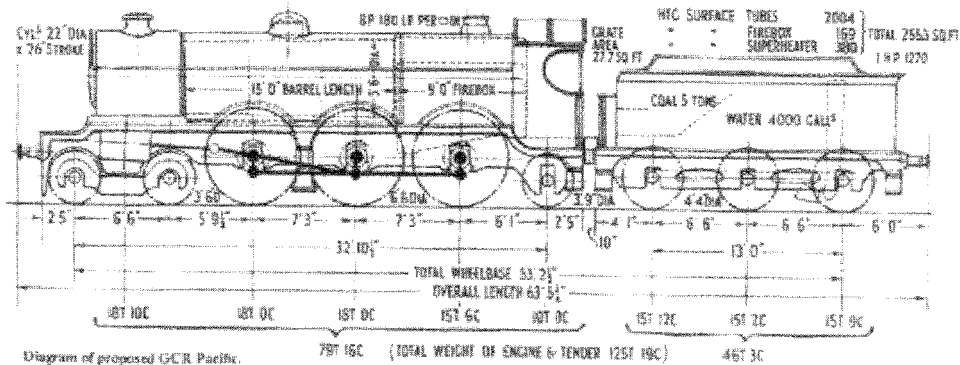
However what was the practice on the L&NWR and GER was not the practice on the GCR.

As the 'Immingham' or 'Fish' class 4-6-0's of 1906 with their 6ft. 6in. driving wheels tended in the main to be used for fast goods rather than passenger work, this leads to the conclusion that the proposed 4-6-2 class was intended for mixed traffic duties rather than pure passenger work. i.e. Fast goods and heavy passenger trains, but not expresses.

But when was it designed? That I don't know. The Great Western's only 4-6-2 the 'Great Bear' came out somewhere between 1906 and 1908. The idea of the Great Central having a Pacific ahead of the Great Western is a romantic one. Therefore the possibility that the proposed Pacific was designed before the Great Bear cannot be ruled out.

How would it have performed though? Probably not very well. The 4-6-2 wheel arrangement was ideally suited to a wide firebox type boiler, whereas this engine would have had a narrow firebox. In 1901 the New Zealand Government introduced its 'Q' class Pacific with a wide firebox – the first major class in the world. And of course the Great Bear did have a wide firebox. However the use of a narrow firebox on a Pacific was not unknown. The Western Australian Government Railways classes Ec and E (later Es) Pacifics of 1902 had narrow fireboxes, as did the Central South African Railways Class 9 Pacifics of 1904. However on balance I would suggest that from the design of the firebox and the angle of the grate it would have possibly had steaming difficulties. The firemen would not have appreciated firing such a locomotive. The tractive effort of the engine would have been 24,684 lbs, which would have been a great improvement on the tractive effort of the existing 4-6-0's, but the weight of the engine would have been 79tons 16cwt. This gives the overall impression of a 4-6-0 with an extra pair of wheels. A souped up 4-6-0 in short.

Why was it designed though, one may speculate. The Gorton drawing office was obviously not immune to what was going on abroad and the development of the Pacific type in New Zealand, Australia, South Africa, America and France would not have gone unnoticed. One can only speculate that John Robinson asked the drawing office to prepare a design on speculation. Why the wide firebox was not used would suggest conservatism. The overall conclusion that one gets is that it was felt that such a machine was not justified at the time. As to whether the prototype would have carried a name is speculation; 'Sam Fay' is a possibility. The idea of a 4-6-2 'Sam Fay' on a semi-fast on the London Extension in 1908 is a tempting one!



### Geoffrey Royston

It is my sad duty to report the loss of my good friend Geoffrey Royston who passed away on Sunday 10<sup>th</sup> August 2003 in hospital at Barnsley. Our thoughts go out to his wife Sylvia.

Geoffrey and I had been friends since 1967 and work colleagues from the late 1950's. He started his railway service as a signal 'lampman' based at Worsboro Goods Depot in 1949 then in 1950 he transferred to the Loco Department at Barnsley Shed.

Like most men of his age at that time he was called up for his two years National Service serving with the Royal Engineers initially on the Longmoor Military Railway, before being posted to the Suez Canal zone, again on loco service.

We became friends when we were both drivers at Tinsley Shed and I have to thank him for meeting my wife Florence, as she and Sylvia were friends. We all became very close and I was Best Man at Geoffrey and Sylvia's wedding in 1974.

The Society has lost a valuable friend and a source of Railway information and we must be grateful for the numerous articles he has written for us.

Geoffrey took early retirement from B.R. in 1988 just before his 56<sup>th</sup> birthday so he had a good few years of retirement. He will be greatly missed at the Rotherham Branch of the G.C.R.Society and by all his railway friends. **Peter Howard.**



## GC WAR MEMORIAL UPDATE Ken Grainger

It's all go for November 11<sup>th</sup> as per the "Stop Press" in the issue 136 update, Planning Permission for the War Memorial relocation was received on May 28<sup>th</sup> although Listed Building consent took a little longer than we had expected. It transpires that with both the Wicker Arch and the Royal Victoria Holiday Inn being Grade 2\* Listed, the plans had to be approved by the Secretary of State, but with English Heritage on our side that hurdle was cleared by the end of June. Network Rail also completed their legal agreement to the removal and restoration of the Memorial by the GCRS, following which they will have no further proprietary interest in it - it will be ours. Between us I'm sure the Royal Victoria Holiday Inn and the Society will give it better care than it has received for the last thirty years.

With the HLF's agreement that their preconditions have been completely satisfied and that we can commence drawing down the grant, the architects (Brown Associates of Sheffield) have issued Stoneguard the final specification and the structural engineer's (Andrew Russell Associates) plans. Stoneguard have now come back to us with firmed up figures, which we have accepted, and having received our go-ahead are confident the work will be finished by the end of October. Incidentally, regarding Chris Taylor's concerns about the threat of vandalism (*Forward* 136, page 41). Although nothing can ever be said to be absolutely vandal-proof, the positioning of the memorial in the forecourt of the Royal Victoria Holiday Inn (which is staffed 24 hours per day), will be illuminated after dark and covered by CCTV cameras, making it as well protected as is reasonably possible. Protective wax-coating which will be applied by Stoneguard will prevent any damage to the bronze plaques themselves

On the downside, there have been a couple of setbacks, though nothing critical to our plans. EWS were left completely unmoved by our request that a locomotive be named *Valour* - "its not *really* us" wheedled their man, and bearing in mind some of the daft labels they do consider suitable to stick on the sides of their engines, perhaps he's right. We've now approached another train operator who has already demonstrated a commendable regard for heritage, but even if they are willing, whether they can get an engine to Sheffield Victoria remains to be established. Fingers crossed, again! Then there is the question of finding a sponsor for the memorial canopy and rail steelwork. 'Corus' generously offered to give us the material, but in carbon steel rather than the preferred stainless alternative, which they are unable to supply. They offered to have the carbon steel powder-coated for durability and to give an attractive finish of our choice, but it was decided that we really do want stainless and their generous offer has therefore been declined with thanks. Another local steel manufacturer has now been approached to see if they will help. If not, we shall have to revert to letting Stoneguard obtain the steel from their own supplier, but frankly I shall think it extremely disappointing if we cannot get stainless steel sponsored in Sheffield, of all places.

The physical restoration of the memorial now in hand, we have the happy task of organising the rededication ceremony. A 'Guard of Honour' will be present plus a Military Band playing sombre music from about 11am as guests arrive for the 12 noon service which will be choreographed by the Reverend Howard Such, Canon of Sheffield's Anglican Cathedral. Canon Such's enthusiasm and experience is already proving invaluable in organising the ceremony and steering us clear of protocol pitfalls. The Very Reverend Peter Bradley, Dean of Sheffield, and Canon Such will conduct the actual service, but ecumenical representation from all major or Christian denominations will be invited.

Among the dignitaries who will be invited will be MP's and Councillors, plus representatives of

those institutions and organisations whose support has made the occasion possible. Ex-servicemen's associations will be parading their banners and it is hoped that the general public will be there in force - the more the better; but especially as many relatives and descendants of the GC's fallen as can be traced and invited. The ceremony and service has still to be planned in detail in liaison with Canon Such, but will probably last about 30 minutes. It will include the unveiling of a plaque commemorating the rededication by Edgar Fay, son of the legendary Sir Sam, and the laying of wreaths by GCRS President Richard Hardy and principal dignitaries. The ceremony will conclude with the sounding of the 'Last Post' and a two minute silence, following which the remaining dignitaries and everyone present will be encouraged to file past and place their own floral tributes to create a sea of colour before the memorial.

A buffet reception and addresses in the Royal Victoria Holiday Inn's Ballroom will follow the rededication ceremony. This will be free of charge but obviously numbers are limited and unfortunately therefore this will have to be by invitation only. It is apparent from the 'feedback' from the publication of our plans in *Forward* that there is tremendous enthusiasm for the project amongst GCRS members and it will be a pleasure to see as many of you there as possible. So if you wish to come along, to receive a personal invitation for yourself and your partner, please send a 7"x 5" SAE to arrive no later than October 10th, to;

Ken Grainger, 129 Skelton Lane, Woodhouse, Sheffield. S13 7JT.

I shall look forward to seeing you on November 11th.

***"AT THE GOING DOWN OF THE SUN, AND IN THE MORNING, WE  
WILL REMEMBER THEM"***



1970, Sheffield Victoria has closed and the War Memorial overlooks the derelict Booking Hall. Soon the plaques will be consigned to the Wicker, and the Proscenium will be demolished  
**Ken Grainger Collection, by courtesy of Paul White.**

**The Lancashire Derbyshire & East Coast Railway - A Personal View**  
**Part V : Memorabilia**  
**Lawson Little**

For a railway which had an independent existence of a mere ten years, and even that around a century ago, the LD&ECR has survived in terms of relics to a far greater degree than one would expect. Examples of memorabilia surface quite regularly in, for example, the columns of the *Railway Collectors Journal*.

Probably best known are the robust cast-iron "TRESPASSERS WILL BE PROSECUTED BY ORDER" notices, a pair of which, with their short and to-the-point message, once protected every bridge and occupation crossing on the line. The impecunious Great Central and its equally cash-strapped successor sensibly saw no point in wasting good money replacing these signs with their own versions, so simply ignored the 'LD&ECR' lettering when repainting the rest of the wording; hence the signs survived in quite large numbers well into the post-war period.

Though never a really avid collector, I had long coveted one of these signs, and whilst still at school was emboldened to write to the then fledgling British Railways, asking if I could purchase an example - in those far-off more law-abiding days there was, of course, no thought of just 'liberating' one! A prompt reply authorised me to remove one "at your own expense" on payment of the princely sum of £1.10.0d. (£1.50), so Dad, a serving railwayman, and I set off with wheelbarrow and tools to collect the nearest sign, one of a pair which guarded the occupation overbridge half-a-mile north of Langwith Junction on the Beighton Branch.

I remember that the downside example had one corner broken off, so we selected its undamaged twin at the other end of the bridge. The fifty-year-old bolts were, not surprisingly, immune to attack by spanners, so we invoked 'Plan B' and simply sawed through the stout oak post just below the sign!

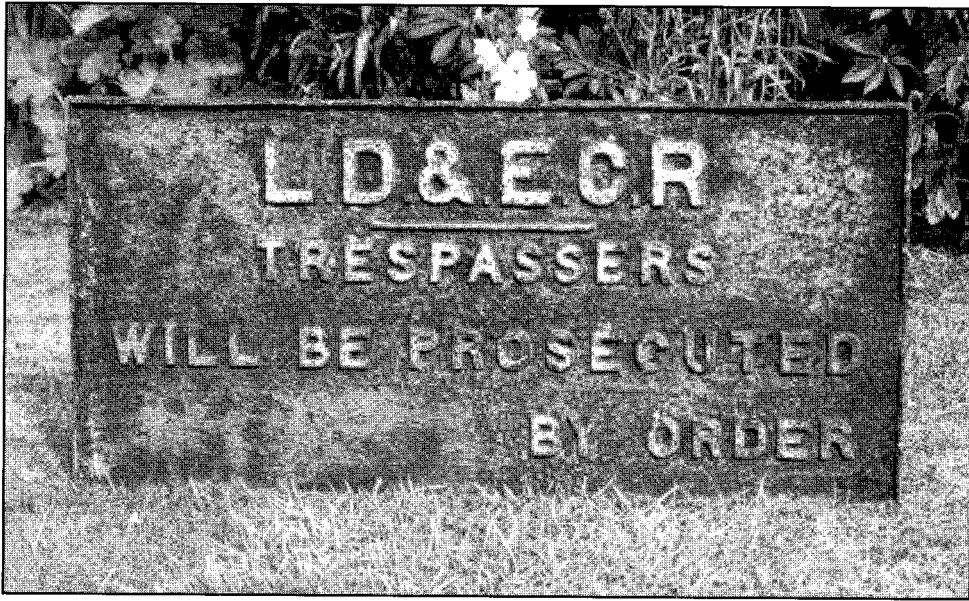
For the next twenty years or more the sign, still with post attached, accompanied me through marriage and several house moves, usually residing behind the garden shed! Eventually, during a period of financial stringency, I agreed to sell it to a well-known collector for £30 (the nameplate from a B17 went for the same price at about that time, too, but that's another story!). Part of the deal was that the buyer would finance the cost of a replica sign, but after taking delivery he reneged on the arrangement, saying he'd overpaid for the sign! Fortunately, thanks to the help of Alan Turner of the erstwhile Lincolnshire Railway Museum, I eventually obtained a fibreglass copy, which appears in one of the illustrations.

**A Chair (Wooden Variety!)**

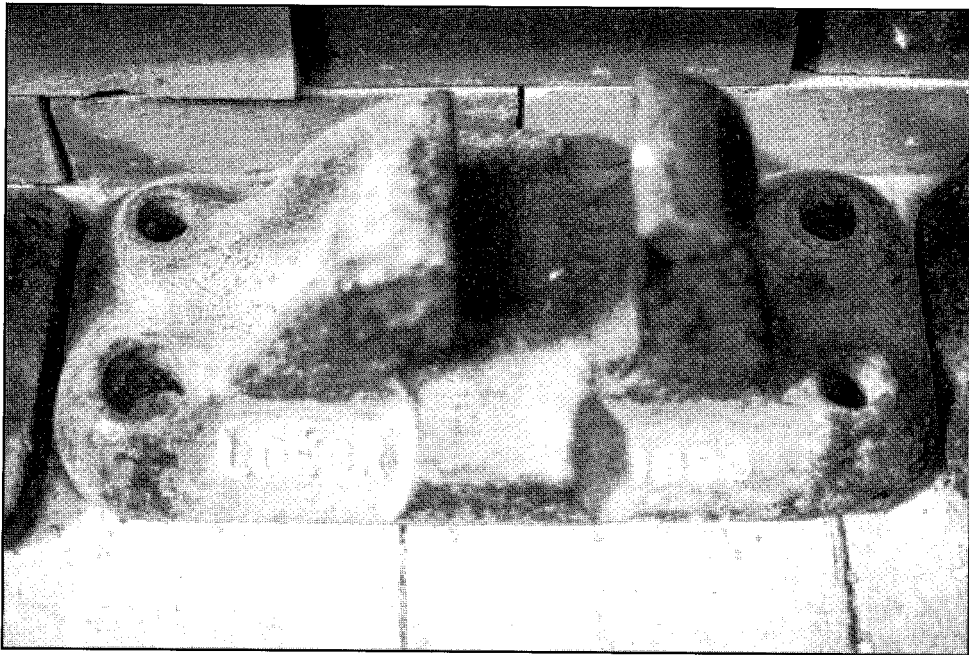
Alan was also indirectly responsible for two other items in my collection, the more impressive being a LD dining/office chair, which I purchased when the contents of his museum were auctioned off some years ago. It came in an *extremely* dilapidated state (hence the affordable price!); all the joints were very loose, the (non-original?) leatherette seat covering was rotten, and there was some evidence of wood-worm, but I thought it worth sympathetic professional restoration, and this has since been completed. A brass plate under the seat proclaims that it was originally supplied by Blyth & Sons, 'Complete House Furnishers', of 4-7 Chiswell Street, London, and the railway company's initials are stamped into the frame in several places.

The second item was a framed map of the LD&ECR system, possibly culled from a contemporary railway magazine or perhaps extracted from a timetable. Printed by Reynolds, Blogg & Cope, 4





A cast iron Trespassers Sign (original). **B. Ashton**



LDEC rail chair, similar to the author's. **B. Ashton**

Union Court, London E.C., it is undated but clues from details on the map place it between 1898 and 1902. The information included thereon makes it worthy of more detailed comment.

### **Proposed Extensions to the LD&ECR**

These comprised :-

A line eastward from Lincoln to the coast at Sutton-on-Sea, where the Company planned to build docks for the export of coal. The route utilised running powers over the Great Northern from Lincoln as far as Five Mile House, thence following a new alignment due east, through West Ashby, Fulletby and Brinkhill, before crossing the East Lincs line south of Alford; from there it ran alongside (or joined) the Mablethorpe Loop at Mumby Road for a couple of miles before diverging to the east to reach the coast.

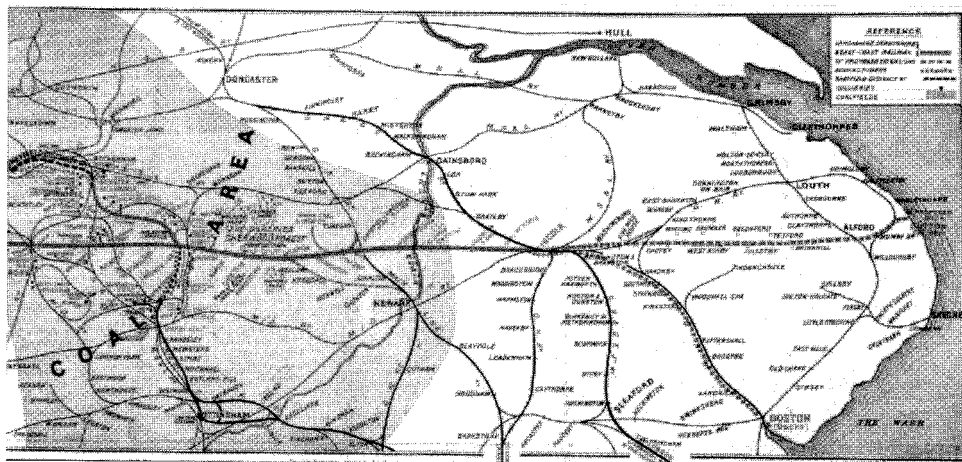
It is interesting to note that no attempt was made to serve Alford or Horncastle, the only significant sources of traffic in the area - this may have been a sop to the GNR in return for the running powers mentioned.

This section of line was of course, never built; eventually transferred to a separate subsidiary company, the proposal was finally abandoned in 1902.

1. a branch running south-westwards from near Arkwright Town to serve Calow, Bonds Main and Grassmoor Collieries - this was eventually built, at least as far as Bonds Main, but was very short-lived; it involved a gradient of 1-in-50, so the Great Central, which already served the collieries independently, abandoned the LD connection soon after it took over in 1906. The earthworks were nevertheless still visible as late as 1951, the junction being immediately west of Arkwright Tunnel.
2. a south-to-east connection with the Midland Railway at Shirebrook - this too was built, opening for traffic in January 1899 ( and still in use, of course).
3. a line south from Langwith Junction to Shirebrook Colliery - superseded by running powers over the then being built GNR Leen Valley Extension.
4. a south-to-west connection with the Great Northern main line at Dukeries Junction. The earthworks for this were completed but the track was never laid, the proposal having probably been blocked by the Great Eastern; the latter had provided financial support to the LD in return for a monopoly on south-bound coal traffic, which the GNR connection would have endangered.
5. another south-to-west link, leaving the GNR just north of Newark and running via the unpromising traffic sources of Caunton, Norwell, Kneesall and Wellow to a connection with the LD at Ollerton. Planned to facilitate the running of through trains from London to Manchester when the extension of the LD west of Chesterfield was originally mooted, this proposal lost its significance when the latter was dropped, and would also have raised the hackles of the GER for the same reason as Item 5, so was not proceeded with. (However, the modellers amongst us will be familiar with the route as being that of the legendary but 'imagineered' 4mm-scale "Borchester" layout.)
6. a colliery branch running northwards from Boughton to serve an un-named proposed mine of the Wigan Coal & Iron Company; the latter was not sunk so the extension was aborted, only to be revived, as recently as 1961, when the new Bevercotes Colliery opened.

### **Running Powers**

Apart from those already mentioned, the map identifies the Great Northern line between Lincoln and Boston (for docks traffic), the Midland between Shirebrook and Mansfield, the GNR from Langwith Junction to Kirkby and Sutton Collieries, and various MR lines in the Sheffield area.



### The 'Coal Area'

The shaded area indicates the extent of the East Midlands Coalfield which stretches from just west of Chesterfield to as far east as Newark and the Trent Valley. Although reasonably accurate, it is now known that in the east of the area the coal seams dip and fault considerably, and apart from the previously-mentioned (and unprofitable) Bevercotes Colliery, no mines were destined to be sunk east of those served by the LD. (*According to ex coal miners, now living in the Mablethorpe area, these coal seams stretch as far as the East Coast but are too deep to mine. Ed*).

Two curious errors are apparent on the map - there is a link, fictitious as far as I know, between Bardney and the Louth Branch, and in the same area the station at Five Mile House is shown on the Louth line rather than that to Boston.

Turning now to the rest of my modest collection, this includes :-

### The Brick!

Not your common house version, but an example of those ordered by the LD to finish off the edges of loading docks etc. Made to quite a complex shape, these engineering blue bricks were tapered and had a rounded top edge, the upper surface being moulded with a chequerplate pattern; about one in twenty was stamped with the maker's details (Joseph Hamblet, West Bromwich) and the date (I've seen 1895 and 1896). Though once quite common (some could still be noted *in situ* when I last visited an extant station), I had despaired of ever obtaining one, until the occasion some time ago, when while casually walking across the derelict site of Shirebrook North Station; something prompted me to turn over a piece of rubble and there underneath it was a loading-dock brick - AND it was an embossed one! Presumably it had been secreted away by someone years before and never collected.

### A Rail Chair

This is what one would expect, i.e. a rail chair, which I obtained from Bill Taylor. Still unrestored, it is a four-bolt type dated 1897.

### Odds and Ends

For some reason I've never been particularly interested in paperwork (timetables excepted) and the only original LD item of this type in my possession is an unused example of Form G-49 for recording "Telegraphic Messages".

Amongst items which, sadly, are not in my collection is a platform seat; however one from Edwinstowe resides in a friend's garden - it carries a makers plate lettered 'J.Barham & Co., Tuxford', and the original "Edwinstowe" lettering can still be faintly discerned on the top rail, though in fact it spent almost all its life indoors, and not even on the railway! When the Langwith Junction Mission was opened in 1902 on land donated by the LD's Harry Willmott, there was no money available for pews, so Harry directed each stationmaster on the line to 'donate' to the Mission one of his platform seats. After closure in 1989 the seats were sold off cheaply, apart from this example - it would be interesting to know where the others are now.

The platform lamps from Edwinstowe are 'preserved' at the Rare Breeds Farm Park, near Warsop (see "Forward 133).

All the LD locomotives and wagons are of course, long gone, but one example of the passenger stock still exists in the form of a six-wheel third, superbly restored and in occasional use at the Midland Railway Centre, Butterley. Built in 1896, it carries the LD No.26, but following research by the writer has since been identified as No.6; it will be altered eventually.

**Artifacts which still remain *in situ* along the line will form the subject of a separate article.**



Preserved LD&EC five compartment 'third' at Butterley. **LawsonLittle**

## THE GREAT CENTRAL RAILWAY AT MARYLEBONE IN 1901

David Reidy

### Site of the Passenger Station

On July 20th 1837 the London & Birmingham Railway opened its terminal station at Euston. With a wide field of choice open to it, the company selected a site on the northern side of the Euston Road, 1¼ miles from Charing Cross, generally recognised as the centre of the metropolis. The example thus being set of accepting the Marylebone - Euston Roads as the line beyond which it was considered imprudent to advance southward, was followed by the Great Northern at King's Cross, the Great Western at Paddington and the Midland at St Pancras – all stations built during the next 30 years. After these four great railways had satisfied their requirements in the district, little or nothing remained but the ground already chosen and occupied by the newcomer, the Great Central. A severe contest for the acquisition of the property was carried on through several sessions of Parliament and national indignation was aroused by the imagined desecration of Lord's Cricket Ground. A great show of opposition was also shown by the artistic world, which together with the demands of property owners and public bodies cost the GCR a considerable sum of money.

So it was that the new station was situated at a convenient and accessible position immediately to the west of Regent's Park, 2.45 miles from Charing Cross (Euston 1.79 miles, St Pancras 1.95 miles, King's Cross 2.05 miles and Paddington 2.78 miles).

### The Passenger Station Buildings

The station was approached from Marylebone Road by two roads; one on either side of the new Great Central Hotel, both constructed by the Company and each having a width of 60 feet. The roadway, also a new one between the hotel and the station was 90 feet in width. A covered approach constructed of iron and steel had been erected under which passengers alight on arriving at the station.

The station building had a frontage to the south of 341 feet, with wings extending northwards both on the east and west sides. The booking hall occupied a conspicuous position in the middle of the main front, with the waiting rooms and cloakroom on the east side and the dining and refreshment rooms and parcels office on the west. The east wing was occupied by the telegraph office, the stationmaster and inspector's rooms, and the west wing by the parcels department, guards' and porters' rooms, etc. On passing through the large booking hall, 60 feet long and 40 feet wide, the passenger emerged into a spacious concourse extending 200 feet between the east and west wings and having a width of 100 feet. At this point the ends of all the platforms were clearly visible extending at right angles for a length of nearly 950 feet in a northerly direction and were roofed over for 495 feet from the concourse.

The cab exit was situated to the east of the booking hall in direct line with the roadway centrally placed between the two arrival platforms, whereas the entrance for empty cabs was by an incline from Rossmore Road Bridge at the north end of the platforms.

The first floor of the building was arranged in suites of offices for the use of various official departments, with the board and committee rooms over the booking hall. There were two staircases giving access to the first floor, the principal one being in a prominent position to the front west of the booking hall, and the other leading from the platform in the east wing. Doors to the rooms opened from a corridor running the whole length of the building with windows looking on to the concourse. The second floor consisted of offices and storerooms with a caretaker's flat situated in the centre, while a basement under the whole of the building served for kitchen stores, etc.

The exterior of the building harmonised with the Hotel, having a facing of Redbank pressed bricks with dressings of Doulton buff terra cotta whereas the roofs were covered with Cumberland green slates and blue Staffordshire roll ridge tiles. The walls of the booking hall were lined with Doulton terra cotta to a height of 12 feet with the upper part faced with cream-coloured enamel bricks. The ceiling was of white panelled plaster work. The ticket office screen and the booking hall doors were of wainscot oak, oil polished, and the floor was laid with teak blocks. The actual area occupied by the buildings was 19,540 square feet, but the walls and foundations of the building were made strong enough to carry two more floors, should increased accommodation be required in the future.

Only five running lines entered the station but provision was made for ten more. There were two 25 feet wide arrival platforms No's 1 & 2, on either side of the 30 foot cab road, and one 30 feet wide double platform No's 3 & 4 for departures. Each platform was 950 feet in length with a 3-foot height above rail level. The whole area of the platforms and concourse was floored with artificial stone which, with the exception of the platform coping, was laid in flags 30 inches square by 2 inches thick.

#### **Station Roof**

The height of the roof from platform level to shoe of principal was 26 feet. The ridges of the roof ran longitudinally, which gave an effect of height, space and light. – something few other London termini enjoyed. Columns were placed at intervals of 33 feet along each platform with steel lattice girders connecting them together at the top and carrying the principals. The roof consisted of three spans, one of 40 feet and two of 50 feet. The whole of the roof over the concourse and 77 % of the platform roof was covered with ¼ inch thick glass laid upon steel bars which were completely and closely fitted with a skin of tin-lead for the preservation of the bars and to save periodical painting. No putty or any screws or pins were used and the glass was held in place by flanges of the lead covering. All the cast iron gutters were of a substantial thickness with ample capacity and were provided with snowboards.

#### **Station Hotel – Hotel Grand Central**

The expense of erecting a grand frontage to Marylebone Road had been avoided by delegating to an independent company the work of providing a terminus hotel. The Company, with funds exhausted, could not afford to build the hotel itself and was forced to sell the site, but with an undertaking that a hotel would be built on it. Additional funds were raised through the good offices of Maples the furnishers. If the station was modest, the hotel certainly was not. Designed by R W Edis FRIBA, it was a masterpiece of Victorian craftsmanship, truly grandiose, with all mod cons. Many of the public rooms were decked out in marble and carved stone, plus it could boast one of the largest dining rooms in Europe! The building stood on a quadrangular plot between the main thoroughfare and the station with the entrance situated on the north side facing the station and the roadway across where the cab rank was glazed over. There was also a subway connection to serve the refreshment department. The Hotel with accommodation for 700 guests was nine storeys high with a principal frontage, 215 feet wide facing south and set back 50 feet from the Marylebone Road.

#### **Goods Warehouse**

Situated to the west of the passenger lines and built by Firbank, it was bounded on the south and west by public thoroughfares with the railway entering from the north. It measured 390 feet long and 261 feet wide with the average height above the basement floor level at 82 feet 9 inches. There were five floors with a total floor area of 471, 160 square feet giving the warehouse a capacity of 8½ million cubic feet.

The ground floor was the main working floor and divided into two halves, the eastern half for inward and the western half to outward bound traffic. As no locomotives were allowed to enter the building wagons were drawn along by means of hydraulic capstans. On both sides of each group of rails was a platform 350 feet long by 20 feet wide beyond which was a cart road. Each platform thus had a railway on one side and a roadway on the other and was fully equipped with hydraulic jib-cranes of various capacities. Goods could be quickly lifted from the wagons standing on one side of the platform and loaded into carts in readiness on the opposite side or vice versa. In all there were 24 cranes, 20 of 25cwt and 4 of 50 cwt lifting capacity.

The basement, which was 16 feet below ground floor level, was laid out with railways and furnished with capstans and turntables. The roof consisted of a series of 16 spans of 24 feet each with gutters 261 feet long. The walls were built generally of light red brick of Fletton manufacture.

The building took 38 months to complete – much longer than anticipated. Progress was slow and was sometimes stopped completely owing to difficulties in getting materials. Work began in June 1898 and the warehouse was partly opened for traffic on 12<sup>th</sup> April 1899. Complete opening took place four months later.

#### **Stables**

Stables for 650 horses belonging to the cartage agents of the GCR were erected on land bordering St John's Wood Road and Lodge Road immediately adjoining the railway on the west side. Owing to the restricted area, the stables were built on three floors with inclines providing access for the horses to the upper floors.

#### **Hydraulic & Electric Power House**

This building was situated immediately south of the coal railway and on the east side of Grove Road, with sidings running alongside the coal bunkers to supply coal for the boilers. The building was 144 feet long and 90 feet wide and consisted of a central boiler room 60 feet by 57 feet containing five Lancashire boilers of 400HP each. The hydraulic machinery was of sufficient power to work all the cranes, capstans, traversers, etc in and around the goods warehouse and also the wharf cranes including the 25 ton Goliath at the Regents Canal transfer shed, as well as the station and other Goliath lifts, etc.

#### **Goods Offices**

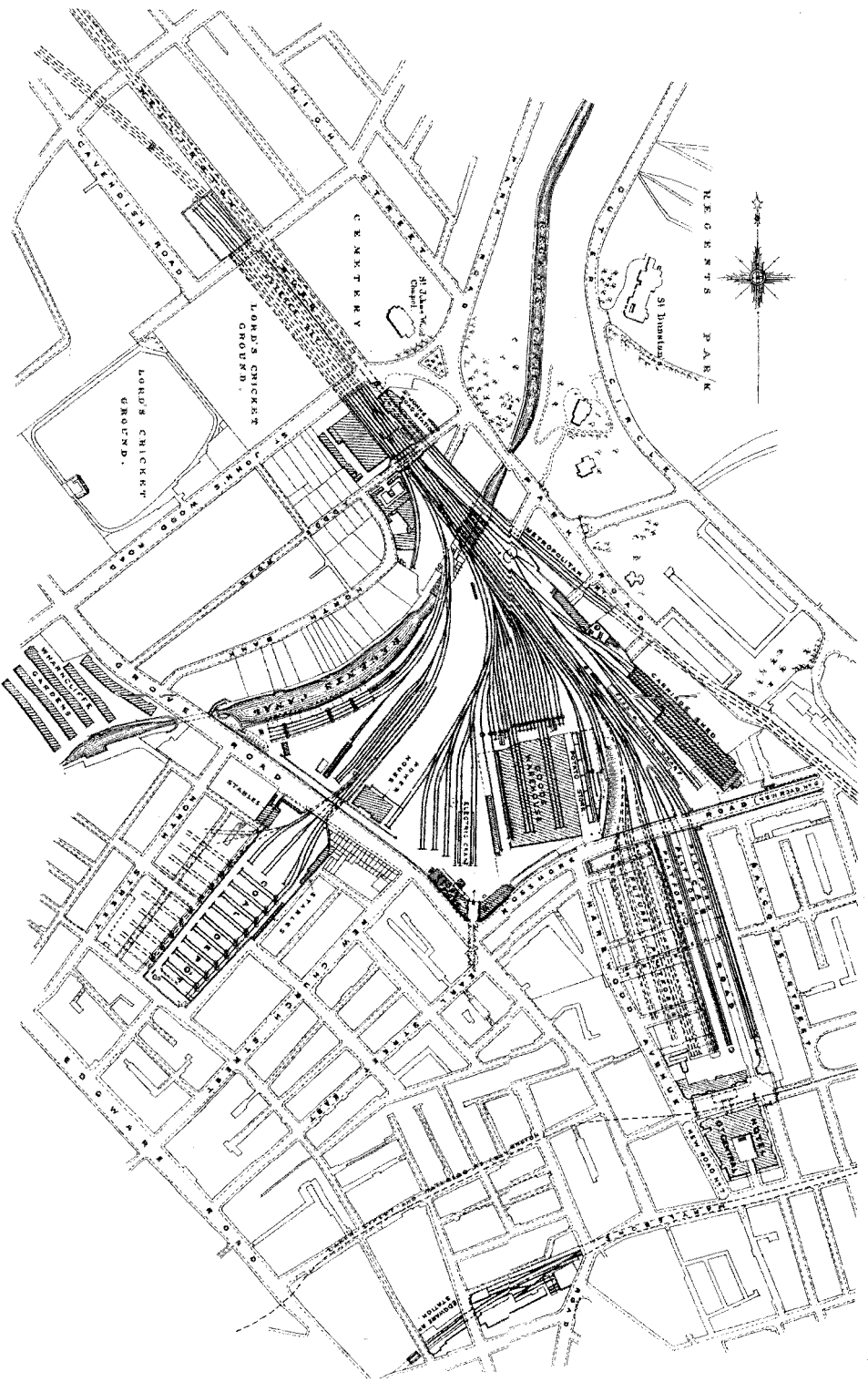
In connection with the goods warehouse, a large ranges of offices designed to accommodate 300 staff were built at the south-west corner of the goods yard.

#### **Carriage Shed**

This was situated on the opposite side to the goods warehouse.

#### **Wharf & Transfer Shed**

The Regent's Canal between the point where the railway crossed it and Grove Road had been widened from its normal width of 47 feet to 97 feet, forming a basin about 800 feet long and 6 feet deep. A large wharf had been erected to facilitate the exchange of traffic between the two systems. The wharf was built on a curve of about 12 chains radius and was covered by a roof 92 feet wide. Four lines of rail passed under the roof and were provided at three points with turntables for moving out loaded or empty trucks. Immediately east of the roof a hydraulic travelling jib crane of 25 tons was installed, mainly for transferring heavy articles from the railway to the canal for passage to the various engineering works, docks and arsenals down the river.



Plan of Marylebone Station and environs shortly after construction, showing the provision for additional platforms that were never needed.  
Taken from 'A Centenary History of Marylebone' published by Chiltern Railways in 1999.



### **Coal Yard**

All coal was unloaded direct from the truck into bags which, after being weighed, were put into dealers' wagons for delivery to customers. Only a small amount was stored in bulk in the yard. No arrangements for unloading by mechanical or labour-saving appliances were thus required. The yard was laid out with one arrival line for loaded trucks and one departure line for empties, both of which were provided with several turntables. The unloading lines with an average capacity of nine trucks each were placed in pairs at right angles to the two main lines. Coal trucks were pushed on to the arrival line by an engine in the rear and distributed by means of the turntables into the various unloading sidings by horses. The yard had a total capacity of 220 trucks, however when business was brisk, double that number could be placed in position unloaded and removed in 24 hours. Powers had also been obtained to double the yard's capacity. To provide accommodation for the various coal handlers, the coal dealers provided a number of small-galvanised iron offices in the yard including 17 order-offices erected in Grove Road. There were also stables of various sizes accommodating 114 horses in total.

### **New Public Roads**

The building of the goods yard necessitated the closing of, amongst others, Alpha Road, which was the most important east-west line of communication in the neighbourhood. At the insistence of the LCC, a clause was inserted in the Company's Acts by which the building and opening of a new thoroughfare was made a condition, precedent to the closing of the existing road. This condition seriously hampered the operations of building the warehouse and station.

The new road, Rossmore Road, ran from Upper Gloucester Place on the east to Grove Road on the west and was rather more than ¼ mile long, bounded to the north entirely by the Company's property. Advantage was taken of this fact to provide convenient entrances. At the east end access was gained to the part of the yard devoted to milk traffic, gas works, carriage shed, etc.

The construction of Rossmore Road and Harewood Avenue formed part of the price paid by the Company for the right to close the streets, which formerly existed over the large area occupied by their yard and station. This also involved the rebuilding of St Paul's Schools and Vicarage at their expense. The new thoroughfares were 60 feet wide with 12-foot pavements. Rossmore Road was carried over the railway by a 295 feet long bridge consisting of six spans with provision for laying 16 lines under the bridge, together with 5 double platforms and a cab-road. In order to obstruct the view of the lines and signals beyond the bridge as little as possible, brick piers were avoided and steel columns adopted.

The approach for empty cabs to the station left the bridge on the north side between spans Nos 1 & 2 and was carried on a brick arch viaduct built on a falling gradient of 1 in 20 for about 170 feet to a level space 31 feet long, where the cabs turned round and proceeded down a similar gradient under the bridge into the station. The roadway was 12 feet wide and was paved in a similar manner to Rossmore Rd. The arches under the viaduct were used for accommodation for cabmen, etc and as permanent way offices and stores.

### **Postscript**

The hotel was requisitioned by the military during the First World War, but thereafter with its clientele gone, it went into gradual decline. In 1939 it was taken over as railway offices and eventually became the headquarters of the British Railways Board, being affectionately known as *The Kremlin*. It later became vacant on British Rail's move to Euston and was purchased by a Japanese property company for £20 million. Renovation work began in 1989 to convert the by now grade II listed building back to a luxury hotel. Over £75million (£240,00 per room!) was painstakingly spent on refurbishment

and it was restored to its former glory and finished in a lavish style. *The Regent*, as it was named, was opened on 20 February 1993 and offers the finest standards in luxury and cuisine. Fortuitously, the former GCR stained glass crest is retained on the main staircase.

The station became very neglected in the post-war era and it was said to be London's quietest terminus, with services few and far between. It was threatened with closure in the 1960's, to be replaced by a bus station for National Express, but it was felt that Paddington and Baker Street stations would have been unable to cope with the rise in commuter traffic that had been generated in recent years. During the West Coast electrification, Marylebone witnessed a sudden upsurge in traffic, however, Dr Beeching had his way and the mainline service ceased completely in the early hours of 4 September 1966 – a railway cut down in the prime of its life after a mere 67 years of service.

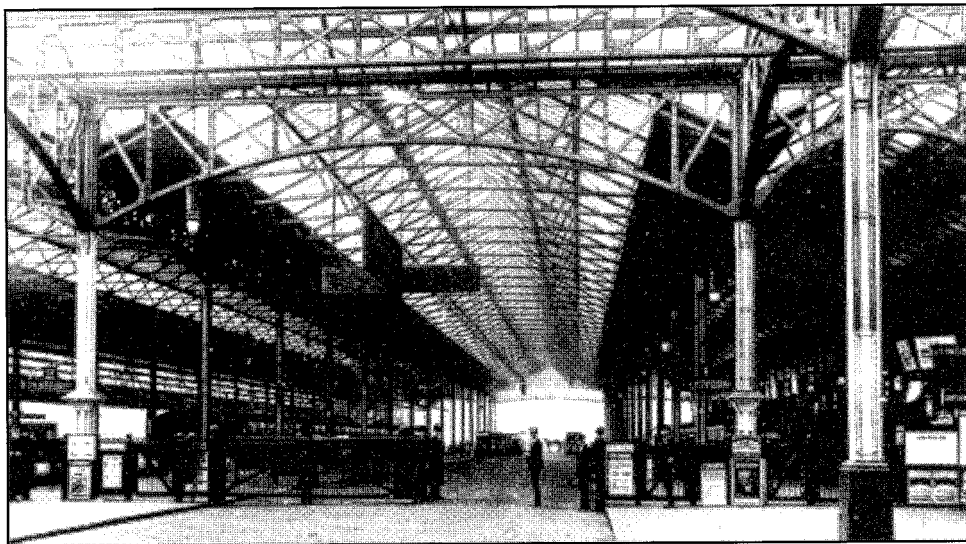
The magnificent goods warehouse received a direct hit by a bomb in the Second World War and was never replaced, whereby land to the west was sold off for commercial development. The tall signal box was demolished in the late 1950's, although the turntable on the other side of the Rossmore Road Bridge survived surprisingly until finally it disappeared in 2000. However the goods yard remained in service until 1961 when the land was sold for housing.

Marylebone was reprieved on 30th April 1986 with refurbishment and reconstruction proceeding apace; this included the construction of two further lines laid on the site of the former cab rank, as originally intended. All the new platform surfaces were laid with attractive standard Network terrazzo-style slabs, replacing the concrete paving stones and tarmac, which had contributed nothing to enhance the station's run-down appearance. New retail units and refreshment rooms were installed including a new automatic arrival/departure board near the main entrance.

Marylebone now has a secure future. The Chiltern line, whose franchise has recently been extended, is one of the best performing rail companies. There are regular and reliable services to Aylesbury and High Wycombe, as well as to Birmingham and Stratford on Avon. The coaching stock is most attractive. Electrification cannot be long delayed!



Marylebone Station Signal Box in the 60's. Note the easily recognised Great Central architecture of the shed to the left of the carriage shed. **GCRS Collection.**



Marylebone Station early 1900's. **Len Bunning Collection**

*I have in the Society's possession nine excellent photographs of various railway staff members taken at Marylebone in 1904 which I intended to publish with this article. I contacted the copyright owners 'BBC Hulton Press' who replied stating they would require a publishing fee beyond which regrettably, the society could not afford. Ed.*

**TO READ'S ISLAND - AND BEYOND!**  
**GCRS Members cruise on board the Humber Sloop 'Amy Howson'.**  
**by Ken Grainger**

Saturday, June 28<sup>th</sup>. dawned fine and bright, and quite suitable for an excursion along the Humber, even in such delectable company as that of 'Amy Howson'. 'Amy' is a Humber sloop, a venerable old lady approaching her ninetieth birthday. She began life in 1914 at Joss Scarr's Beverley yard, her iron hull built to 'Sheffield' size, 61'6" long and 15'6" beam, which allowed her to reach the Sheffield Canal basin. Originally she was a square-rigged 'keel', named 'Sophia' after the wife of her first owner, George Robert "Cuckoo" Scaife, carrying grain to Sheffield and returning to Hull and Beverley laden with coal. She was re-rigged as a fore-and-aft sailed sloop as early as 1915, when she was bought by Ernest Wright and used on Humber river bank maintenance. By 1922 she had been sold on again and intriguingly named 'I Know', but being 'mastless' was being towed 'to and fro' between Hull and Grimsby on the goods and parcels delivery trade. Business cannot have been all that good because she was repossessed by Barclays Bank and sold to William Henry Barraclough of Hull, who reinstated her sloop rig and finally gave her the name 'Amy Howson', after a married daughter. Equipped with a diesel engine in middle age, Amy enjoyed a useful but largely unremarkable life until loss of her bulk carrier role to road transport inevitably saw her laid up in 1973. There her story could easily have ended, were it not for the efforts of the Humber Keel and Sloop Preservation Society, thanks to whom both she and her keel consort 'Comrade' now give enormous pleasure, not only to those who voyage aboard them but probably no less to others who merely marvel at their grace as they pass.

Which brings us back to June 28<sup>th</sup>. when GCRS Chairman Mike Hartley had booked 'Amy' to convey an organised party of GCRS stalwarts from her base at South Ferriby, the mouth of the River Ancholme, for a cruise towards the mouth of the Humber. 'Comrade' was going out too, on a similar mission with another organised party. Both craft's complements gathered at South Ferriby for 8 o'clock, so we could catch the Humber's ebbing tide, and what a sight they presented as we arrived at the Marina. With their bluff bowed hulls typically gaily painted, they were moored side-by-side. 'Comrade' was tied up to the bank, with her crew already aboard and soon unfurling her square mainsail ready to be raised as soon as she cleared the lock and reached the Humber. She was indeed first away, extricating herself from inside Amy's moorings so she in turn could pull over to the bank and embark her passengers.

All aboard, Amy's diesel engine nudged her the few yards into the lock, to be raised up to the Humber's water level, then the top lock gates opened and we were in the Humber. Now followed the really perilous part, because there loomed the menacing Read's Island. Actually the island is a pretty nondescript grass grown mud-bank, but in addition to being notable as the home of, I understand, Britain's largest colony of Avocets, those elegant piebald waders with a recherché upwardly curved bill, it has now also become notorious as the furthest point reached by last year's GCRS 'Amy Howson' excursion! Then, Amy grounded herself so determinedly on the island that she defied all attempts to extricate her. Even the efforts of her anxious consort, the returning 'Comrade', only resulted in the keel too becoming stranded. Passing ships hooted their derision at Amy's plight as her passengers whiled away twelve hours before precariously negotiating a series of ladders and planks to reach a rescuing dinghy. On this occasion 'Amy' managed to avoid both the road bridge and Read's Island, and we turned to follow 'Comrade', already under sail and heading for the Humber bridge.

It was a breathtaking moment when Amy's diesel engine fell silent and her great sails, terracotta coloured, almost imperceptibly took us onwards. Until we became used to it the silence seemed palpable and on this gorgeously sunny morning there was little sensation of motion. 'Comrade's' sail, reflecting the sun and silhouetted against the skyline, led us on towards the deceptively spindly-

looking Humber bridge, and it must have been a bonus for a few drivers' toll fees that a lucky few would have seen 'Comrade' just past the bridge to the east as 'Amy' approached from the west.

On the northern bank, an Arriva trains unit scuttled past Hessle towards Hull whereas little seemed to be happening on the Lincolnshire bank. Barrow Haven succeeded Barton-on-Humber, and the remarkable survival of New Holland Pier's wooden railway station was heavily disguised by the conveyors that now lie along the railway lines. Oddly, until today I'd never realised that New Holland was virtually opposite Dairycoates, but from the river there were no recognisable reminders of that once vast locomotive complex. Typically, what we now see is the usual retail park but beyond were the floodlight pylons of Hull City FC's former Boothferry Park home.

Then followed a remnant of the Great Central's presence in Hull; Victoria Pier from whence the paddle wheels of the LNER's graceful 'Lincoln', 'Wingfield' and 'Tattershall Castles' churned them unhurriedly across to New Holland and back. Those were the days, but at least those stately paddle steamers are still with us, 'Lincoln Castle' just across the river at Grimsby, 'Tattershall Castle' flying the flag on the Thames and 'Wingfield Castle' fittingly back at her Hartlepool birthplace. Through the trees behind the pier could be glimpsed the Great Central's 'trainless railway station' - a phenomenon the Great Western guys like to claim was unique to Dartmouth, but here's the Great Central's riposte, and from the river at least looking very spruce too. I wonder what function the building is serving now; with the vintage Minerva pub on its left and the parish church behind, it presented quite a nice cameo of old Hull, but then we were brought very abruptly back into the 21st Century by 'The Deep'. However else you might care to describe it, what looks like the prow of an ocean Leviathan about to take its final plunge into the depths cannot be described as ordinary!

The approach to the present day port of Hull was marked by 'Dead Bod' wharf, taking its name from the representation of a bird on its back, feet in the air, daubed on a derelict warehouse, with, for those unable to recognise what it was, "Dead Bod" inscribed beneath. Mike advised that the artwork had been painted out for a Royal visit a while ago - then reinstated after their Highnesses had departed!

The port of Hull proper was marked by the mighty 'Pride of Rotterdam', absolutely dwarfing an older P&O cousin berthed within the dock. Someone said she was the largest car ferry afloat which I wouldn't dispute - enormous and majestically imposing. Towards the end of the docks we passed another vessel, which according to the huge lettering across her bridge structure appeared to be named the Mv 'No Smoking'. Now 'Amy' was taking us past another, newer Hull. The stone-built waterfront and now filled-in redundant docks hinted at another era, but instead of great warehouses they are now backed by very expensive looking houses and apartments.

As we left the urban features of the northerly bank behind us, so the industrialisation of the Lincolnshire (Great Central) shore became ever more prominent with the surrealistic skyline of Immingham Docks. There was a Nordic sounding freighter, the 'Tord something-or-other' moored by the western jetty - by repute one of the draughtiest places on earth, but I've got one or two other candidates for that title. Then Mike was wistfully looking out for a Robinson 'Four-cylinder' 4-6-0 venturing out onto the eastern jetty, alas, he looked in vain, but what sights might 'Amy' have seen in her lifetime, could she but tell us? Train driver Dave pointed out the hoppers mainly used for the transhipment of imported coal but close by where hoists reminding us that this dock was originally built primarily for the export of coal! Perhaps that's what is meant by the balance of trade - the import of materials and goods being balanced by the export of jobs.

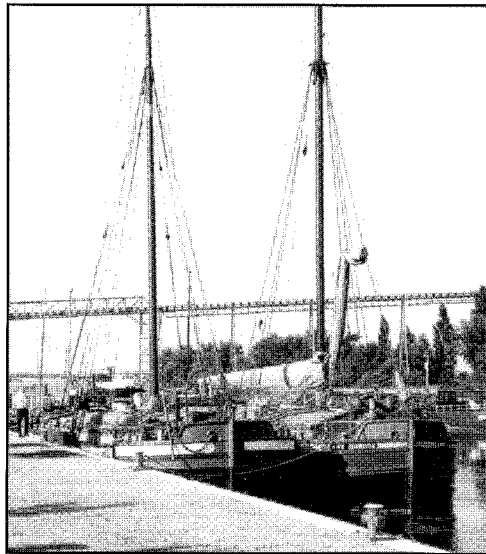
The turn of the tide dictated that today we would not reach Cleethorpes, so with Grimsby's distinctive

hydraulic tower on our starboard bow (note the nautical lingo) we turned for home. Ever since leaving the Ancholme, with the breeze behind us we had been gaining ever so slightly on 'Comrade', but now we turned inside her and were briefly side-by-side as we headed back westwards. But sailing into the breeze it quickly became apparent that as well as being just a tad quicker through the water, Amy could sail slightly closer to the wind and had a distinct edge when changing tack. Hardly surprising when you consider it - the sloop rig was acknowledged as being better for open water, and a keel wouldn't have a lot of call for tacking along a canal!

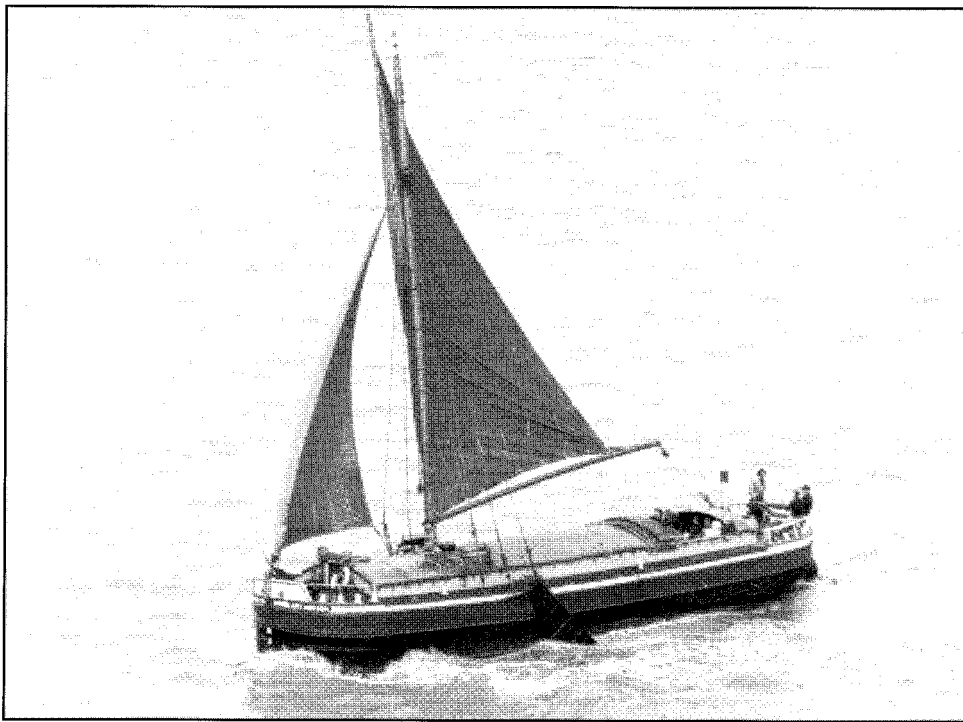
The breeze which, despite the clear sky had us reaching for our woollies from round about 'Dead Bod' wharf, was now becoming ever stronger, and as the sky became overcast there was an increasing swell, the Humber's milk-chocolate brown waves now white-topped. Those who had earlier opted for the bow now came scurrying to join us in the well, as 'Amy's' blunt bow uncompromisingly crashed into the waves, spray exploding the length of her deck. Repeatedly Jim' the skipper, would call out "stand by" as the tiller was put hard over, judging the moment to perfection as the wind swapped sides, to swing across the boom (watch your heads anyone perched on the hold covers), then 'let go!' for Sue and Dave to send the foresail link rattling across to the opposite beam. While the breeze had been behind us, Stuart had had to lower the gaff while the mainsail was switched, but now we were sailing into the wind it apparently wasn't necessary. Finally, the appropriate lee board would be deployed, but it was apparent that even with the tide in our favour, our tacking was making precious little headway, not that anyone unduly cared and anyway it was considerably more than that of 'Comrade', now falling further and further behind our stern.

Mike gave a (mercifully brief) rendition of 'The Banana Boat Song' as the sedateness of our progress was underlined by the passing of the 'Geest Trader'. Her angularity exaggerated by the containers stacked high on her deck, hurrying past us behind a white bow wave in a manner which hinted that her cargo was in danger of getting a bit overripe. We were thinking she would have to put the brakes on pretty hard if she was going to make it into Immingham Dock, but she dashed on by, perhaps she was bound for Goole. We were again able to pick out the occasional seal towards the deserted northern bank, either resting on the mud or just a bobbing head raised from the water to solemnly regard our progress. And when we once more passed the 'Pride of Rotterdam' her sheer size was made even more apparent by a column of insignificant-looking juggernauts snaking into her stern. She really is a floating apartment block-cum-shopping centre - complete with basement car park!

Once more past 'Dead Bod' wharf and turning to port, we were heading almost directly into the wind, and with limited width available in the channel for tacking, Amy's sails were furled and the throb of her diesel engine had us heading directly for home - 'Comrade' was completely out of sight by now, so no need for them to know we didn't sail all the way. For most of the outward journey, Ken Pudsey had steered us along the buoy-marked channel, before handing over the tiller to Colin Newton, now Bill Turner was steering us home. As the scenery eased by, with the easy conversation and just a bit of gentle banter - 'You just look where you're going Bill !' - something like eight hours had simply evaporated, and it was easy to see why last year's excitement and even having to 'walk the plank' hadn't put anyone off another try. Even so, perhaps it was best that the 'professionals' again took over for the negotiation of the lock taking us back into the Ancholme. We had only to tie up, say our "Good-byes" to Amy and make our way the few yards into the welcoming Hope and Anchor, to agree over a leisurely pint what a truly wonderful day it had been. Count me in for next year!



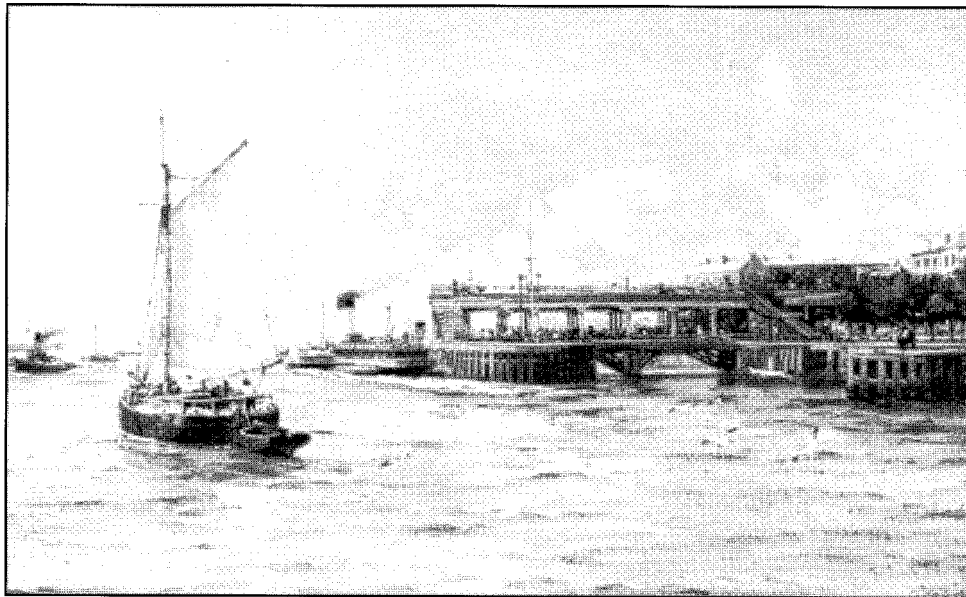
'Amy Howson' and 'Comrade', moored in the Ancholme Marina, on the south bank of the Humber. The conveyer belt in the background is part of the South Ferriby Cement Works. **Ken Grainger.**



The 'Amy Howson' seen from the Humber Bridge. **Humber Keel & Sloop Preservation Society**



'Amy Howson' approaching the Humber Bridge with 'Comrade's' square sail on the sky line, dead centre of the second largest suspension bridge in the world, over one mile in length from north to south bank. **Ken Grainger.**



A post card painting by Thomas J. Somerscales of Hull's Victoria Pier.  
One of the three LNER 'Castle' paddle steamer ferry boats (all preserved) departing Victoria Pier for New Holland c.1920's. **Courtesy of the Humber Keel & Sloop Preservation Society.**



**GC TODAY**  
**Ken Collinson**

Ardwick West sidings were reopened in May for engineering trains in use on the West Coast remodelling work in the Stoke area. The four sidings are controlled by Ashburys box and one of the first trains to use the yard was 66065 which arrived at 20.35 on the 21st May. Both Avenue and Brookside Yards at Guide Bridge have seen increased operations as a result of the West Coast modernisation works and it is not unusual to see up to six locos at a time stabled in the sidings. A class 47 is also used here as the yard pilot.

Over the other side of the Pennines, the former derelict land at the site of Barnsley Junction sidings at Penistone has now been cleared for yet another housing development. The closed Penistone signalbox still stands five years after closure but is partly vandalised and surrounded by trees and bushes. At the end of June the remaining overhead stanchions inside Oxspring Tunnel were removed, 22 years after the MSW closure!

Major refurbishment of the Dunsford Bridge tunnel linings are taking place by Amco on behalf of the National Grid, with the new tunnel being used for cement deliveries! The former station area at Dunford has been transformed again into a contractor's site.

One of the three remaining collieries, Clipstone, served by the LDEC route east of Shirebrook closed in April, however due to large stockpiles of coal, services continued until the last week of June when 66201 worked the final train departing at 09.10 to West Burton on the 24<sup>th</sup>.

Saturday 12th July saw a 'railtour' from Kings Cross and Barrow Hill operate to High Marnham Power station and return top and tailed by 66109 and 56117. This will almost certainly be the last passenger train to operate over the eastern stub of the LDEC, although huge stocks of coal are still on hand at the closed power station and could well be removed by rail.

The single car, class 121 video test unit 966011 made visits to Penistone and the Attercliffe branch on the 2/3rd July. A buckled rail at Brightside on the 16th July saw several Virgin and Arriva services diverted via Broughton Lane. 60088 working a Peak Forest to Selby 'aggregate service' passed Woodburn Junction at 15.15, while 60037 was waiting a path over the single line Attercliffe Branch with a Drax to Tunstead working. This indeed was a rare sight these days to observe two freight services at Woodburn at the same time during daylight hours!

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**MODEL NOTES**  
**A New Robinson Locomotive**  
**Andrew Simpkin**

The story of the building of the Fish engine must surely start where all good GC locomotives start, Gorton Works. The link between my engine and Gorton is perhaps a little tenuous but never the less it was one of the reasons I chose this class to model and provides us with as good a place as any to start the tale of the manufacture.

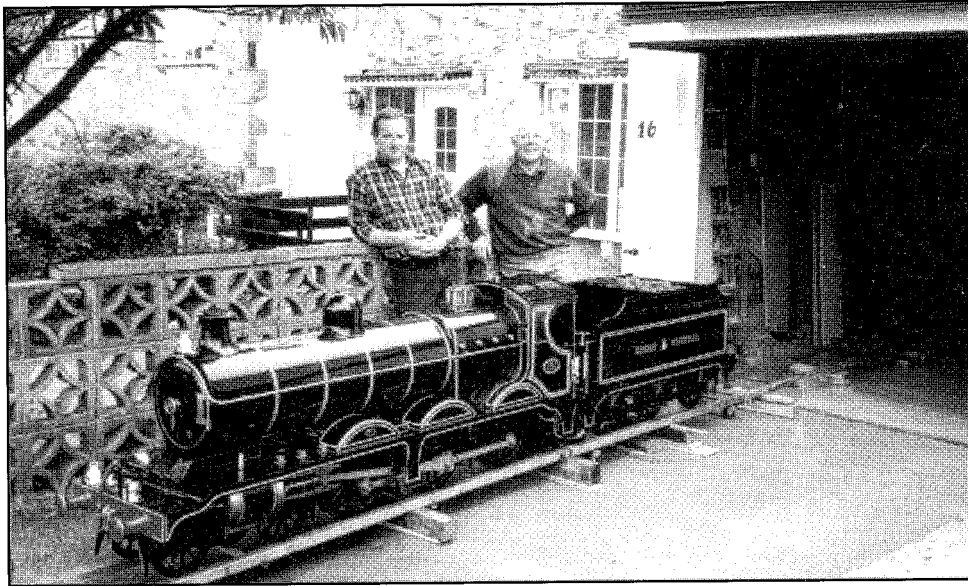
Father was one of the last apprentices to serve his time at the Tank in the very late 1950's. As a teenager we lived near Loughborough so trips to the railway were commonplace. This kindled an interest in the London Extension initially and I was very quickly struck by the single-minded purpose with which this route was conceived and operated. This spirit is superbly portrayed in Colin Walkers "Main Line Lament" which, for me, is a piece of work like no other. As a teenager in the 1980's I was lucky enough to see 506 running and closer inspection revealed a machine very much bigger and bolder than a first glance would suggest. Now I am interested and asking questions. Dad, why are GC engines so big? Why do stations have island platforms and where are all the level crossings? What was the railway built for? And on we went.

There was a period of neglect on my part as higher education and employment took me eventually to West Yorkshire where I became a Fireman on the KWVR in 1991. It was not long before my attention came back to things GC. At this point I had made up my mind that I was going to build a model that was large enough to give you the full size footplate experience, but small enough to build in the cellar of a terrace house on draughtsman's wages. I was familiar with the scale of 1/5<sup>th</sup> as a result of working with Father on his engines so it seemed a straightforward choice to go for something that size. The next question was which Robinson engine should it be. Re-reading the final selection process seems very practical now, as with many of these types of projects the reality is that the heart leads the head. If this were not the case I fear we would be denied many an enjoyable Sunday afternoon. I wanted something not too complicated, so that was the 'four cylinders' ruled out. I needed a tender to sit in and outside cylinders are a better proposition from a model point of view, and I wanted something that would pull a sensible load at a sensible speed, so you very quickly get to a 4-6-0. The 'Immingham' is too big in the wheel, and besides everyone knows what that is, so we are down to the 8G and the Fish Engines. I prefer the larger wheeled class 8 so the decision to go ahead was finally made in 1993.

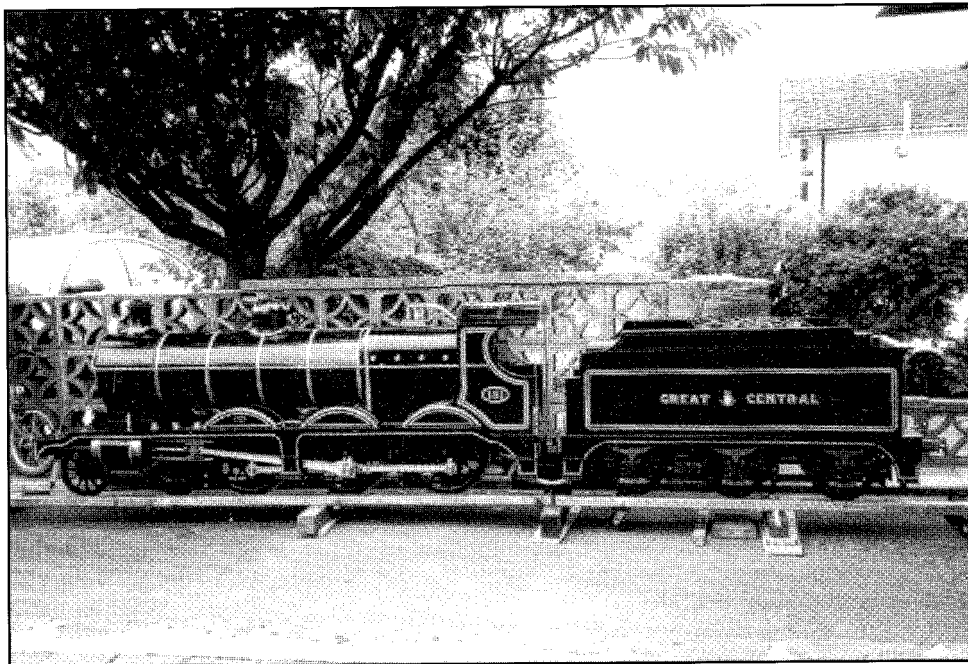
At the time I was building a half size showman's traction engine, which I had begun to realise, I could not complete. After much deliberation I had to be practical and sold the parts of the Burrell that were completed to create the momentum I needed to build the 'Fish'. The biggest hurdles over come; all I needed now was a lathe and a milling machine. Whilst I was building the traction engine I discovered just how much you can do without machine tools, so minor problems like this were not going to stop me now!

The design of the locomotive has been approached so as to meet part of the original specification. I wanted something that on the outside looked exactly the same as the full size but that the inside workings were simple to make and robust as a traffic machine, easy to maintain etc. In terms of the way the driver relates to the model I wanted to recreate as closely as possible the feel of the full size, which I was now used to as a fireman.

I wrote to NRM, and was advised there were no drawings. (I later discovered from a GCRS member that they are in Manchester). So instead I used the weight diagram in the 'Haresnape and



Andrew and his father admire Andrew's masterpiece, 10 $\frac{1}{4}$ inch gauge G.C. Fish Engine No.181 just rolled out of Andrew's garage at his home near Keighley, Yorkshire. **Brian Bell**



No. 181 receives as many admiring glances parked on Andrew's drive as if it was the latest BMW. **Brian Bell**

Rowlledge' book for the principal sizes and the GA of the 8G in the back of 'Johnson's GC Locomotives'. This volume of course has the excellent photograph of 186 on Neasdon shed of which a copy is on the wall in my workshop. I have often kidded friends that this constitutes 'the instructions'.

Design of the tender started in November 93. As I mentioned I wanted to sit in the engine rather than 'on' it, so by moving the tender back to the rear, the sole plate becomes the seat and a small foot well is created in the space between engine a tender and hidden by the footsteps.

Metal was cut in March 94. The frames and structural parts are ¼" plate whereas the tank and upper works are all ⅛" steel riveted together with angles. I actually made two tenders as Father was showing an interest in building an 8K. It seemed a great way of getting him started and would help procure some assistance with mine when the time came. Within a year we had two structurally complete tenders, which needed only running gear and details. Attention now turned to the interesting bit.

The layout of the frame set follows prototype closely. In principle, where there is a stretcher or shape in full size this has been recreated in the model. Creating the "set" in the frames in front of the leading driven wheels was not easy, and I tried hard to design it out but when you look at the performance in a curve you realise why its there. Interestingly John Quick said he had had the same problem with his models!

The frame plates are 5/16" thick, stretchers are ¼" and bolted together. The basic frameset was completed in May 95.

The order of the day then was a simple case of manufacturing parts. Cab, smokebox, running boards, splashers and bogie frame were straightforward fabrications. In October 95 a milling machine was purchased and after a short re-commissioning exercise was put to work in earnest. With a great deal of catching up to be done the 'miller' must have run every time I was in the workshop for two years. At that time I was putting 15-20 hours per week in. The objective at this stage of construction was to have a "rolling" frameset, so horns, axle boxes, coupling rods, which are used to establish wheel centres, were all made the focus of the milling machine.

The driving wheels sets at 14" diameter could clearly not be made on a 3½" Myford lathe so I borrowed the workshop and assistance of a great pal, Dave Vere of Sheffield. He and I made the wheel sets, which are steel tyres on iron centre castings.

The opportunity was taken to include all the latest 'mod cons' in the design. So whilst the outside profile is as built, the model includes a superheater and piston valves. It was particularly interesting when it came to the design of the valve chest to again rediscover a feature of certain Robinson engines. The exhaust and inlet passages are in places only separated by a thin cast iron wall. This will cause the incoming hot steam to give up heat to the cooler exhaust steam, thus inadvertently creating a heat exchanger and reducing the efficiency of the machine. It took us many hours of thinking to eventually come up with a layout that both overcame this feature and was easy to manufacture with the minimum of cores in the pattern work.

With the valve chest and cylinders now completed and erected, motion and brake gear followed with a trial taking place in September 98. It was a real milestone to see the engine ticking over on air in the workshop. Meanwhile back at Dave Vere's, work had started on the boiler in Nov 97. The boiler is a steel welded structure and was approved by Royal Sun Alliance, subject to a series of 'in build' inspections as well as a final hydraulic test which took place in May 1999. The boiler was

quickly delivered and this released all the clothing and pipe work. By the end of 2000 we really had something that looked like a locomotive. The summer of 2001 saw the loco fully stripped down for completion of details, painting and final build.

In September that year we moved house. Getting the loco out through the cellar door, down a 30foot passage across a steep street and onto a trailer, involved three of us for over half a day and included constructing a timber trestle viaduct across the middle of the street!

The Loco was delivered to our new home which having a double tandem garage, gave me for the first time the opportunity to have the engine and tender coupled together permanently. The two halves had only ever been connected together once before, which involved a complicated game of cellar solitaire with lumps weighing up to half a ton. Not an exercise I was keen to repeat. There was obviously a period of idleness on the engine front as I was forced to concede that the new house did in fact take priority. As it happens this worked out rather well as we were into the winter again and I was not keen to paint in poor weather. During Easter in 2002 we had a very warm spell and the decorating brushes were swapped for locomotive brushes. I had saved the dining room till last and left the old carpet down. This gave me a super dry clean well-lit room to line out the individual parts, and it didn't even matter if I got paint on the carpet.

As usual most of the discussion seemed to be around the livery. John Quick was very helpful here and application of the 'lined black' was set about in earnest. As a finished product I was keen to re-produce a full size feel to the paint. I had previously worked in a gang painting full size locomotives, numbers 46203 and 6233, and the basic process and paint types were as used on these engines. The lining was very time consuming. I wonder what the paint shop foreman said when then schemes came through for the first time in 1902? Little by little the parts were completed painted and reassembled.

The boiler had been dropped back into the frames for the moving operation, but had to be lifted out for the casing to be refitted and the ashpan to be added. Getting it in the frames originally had not been a huge problem as the boiler was unclothed, so with the assistance of four strong blokes (two drivers, a fireman and a cleaner as it turned out), we managed with a series of timbers and grunts to drop it in. However I was now planning to drop a fully painted completed boiler into the frames and for this it was clear that I would need a crane. So a suitable beam was purchased and erected on the tops of the garage walls and a chain block that I was given some 15 years earlier was fitted. This turned out to be perfect as the hoist chain dropped within half an inch of the floor. There was something very satisfying about seeing something you have kept in a corner for a great length of time finally put to use. One in the eye for the throw away society!

The boiler was safely reunited with the now complete frame sets and re-assembly of the pipe work started. A pressure test was conducted before the cab was refitted, just in case, and err... yes, there was a leak. Letters and crests were something that had been on my mind for while and I had been asking questions at every opportunity for three years but all I got was blank looks or offers to relieve me of large sums of money. In the end it worked very well. I approached a friend who is a typesetter, and a driver on the KWVR. We set about re-creating the letters one by one and with the wonder of modern technology he generated a programme from a special machine producing self adhesive vinyl letters for tender sides and buffer beam numbers. Putting them on was a little nerve wracking as the gold and red shadow are separate parts, and there were no spares.

As mentioned earlier, I wanted a model that was as close a possible to the original. There was one part however, where I had to withdraw as gracefully as possible. The 'Intensifore' hydrostatic lubricators are, as any loco footplate man will tell you, great when they work but are a pain when they stop,

and they often mess up the cab. For some crews the draw of the oil blobbing upwards in the glass overwhelms and a fiddle with the delivery valve becomes compulsive. The model has a twin pump mechanical mounted under boiler so as not to spoil the Robinson lines. The oil is fed to each engine individually by at a point in the main steam pipes just before they connect with the valve chest.

Returning to the objective of the full size experience leads us back to the cab. There are a few key features that are very important to a locomotive crew. Generally in order we have; where can we keep the tea warm, is there a hook to hang my coat on and we need a locker with a bit of clean newspaper in the bottom for our 'snap'? These items satisfied we turn our attention to whether the engine is likely to steam or not. I had in my mind a cab layout that was as near as practically possible to prototype. The trick was to try and get all the key parts in the correct relative position. Only the steam gauge had to be moved, as you can't see it from the seating position whilst on the road. I have added a slacking cock, which does work and has a scale range of over 300 feet! There is a warming plate but alas too small to be of practical use for holding a tea can. If I had to choose I would say that the cab is my favourite part of the model. This is after all the main point of interaction between engine and driver. With a little imagination and the addition of a little of one of Scotland's more enduring exports you can start to imagine what it would have been like to set off from Nottingham Victoria bound for Marylebone.

The work was completed in October 2002 and 181 was pushed outside on a dry Saturday in November and the fire was lit. The honour of lighting the first fire was given to my six-year-old son Alex. After a series of basic tests to see that all was well we lifted the driving wheels clear of the rails by  $\frac{1}{8}$ " of an inch and gingerly opened the regulator. After a few moments we had covered one end of the drive with oil and water but the wheels were going round. There was one hairy moment when not long after the engine was running the injector steam valves would not pass steam. This of course stopped us getting water into the boiler, resulting in the fire having to be withdrawn and lunch declared. Afterwards the offending valves were removed and inspected and it was found that the PTFE valve, which sat in a stainless steel cup, had become detached and stuck in the valve seat. Rather like pushing a pea into a colander hole. So two new bronze replacements were made and lapped in and re-fitted. The fire was re-lit and we were back on our way.

There were a few remedial jobs to attend to but fundamentally all that remains is to having it running on a railway and see what happens. The building has, most of the time, been tremendous fun but now complete its time to share the engine with interested people and it was not long before I was tracked down by Mike Hartley and a small delegation of GCRS committee members who visited "the works" in July. There are plans to run the engine this summer and for a visit to a model engineering exhibition.

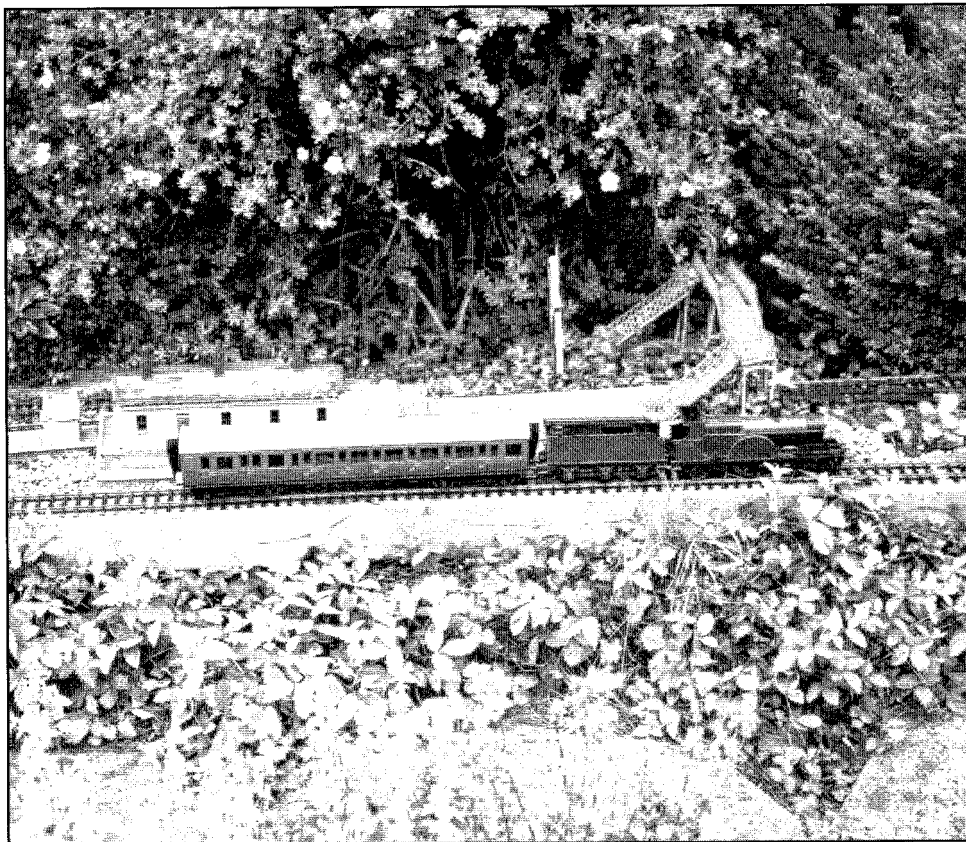
It would have been nice to complete the project in time for the 100<sup>th</sup> anniversary of the London Extension but as it has worked out it was completed on the 100<sup>th</sup> anniversary of the first batch of class 8's from the Neilson Reid Works. So all in all that is probably more appropriate.

### The Latest from the Harrietstown, Ballysophia & Cashelcorianna Railway A Garden Railway

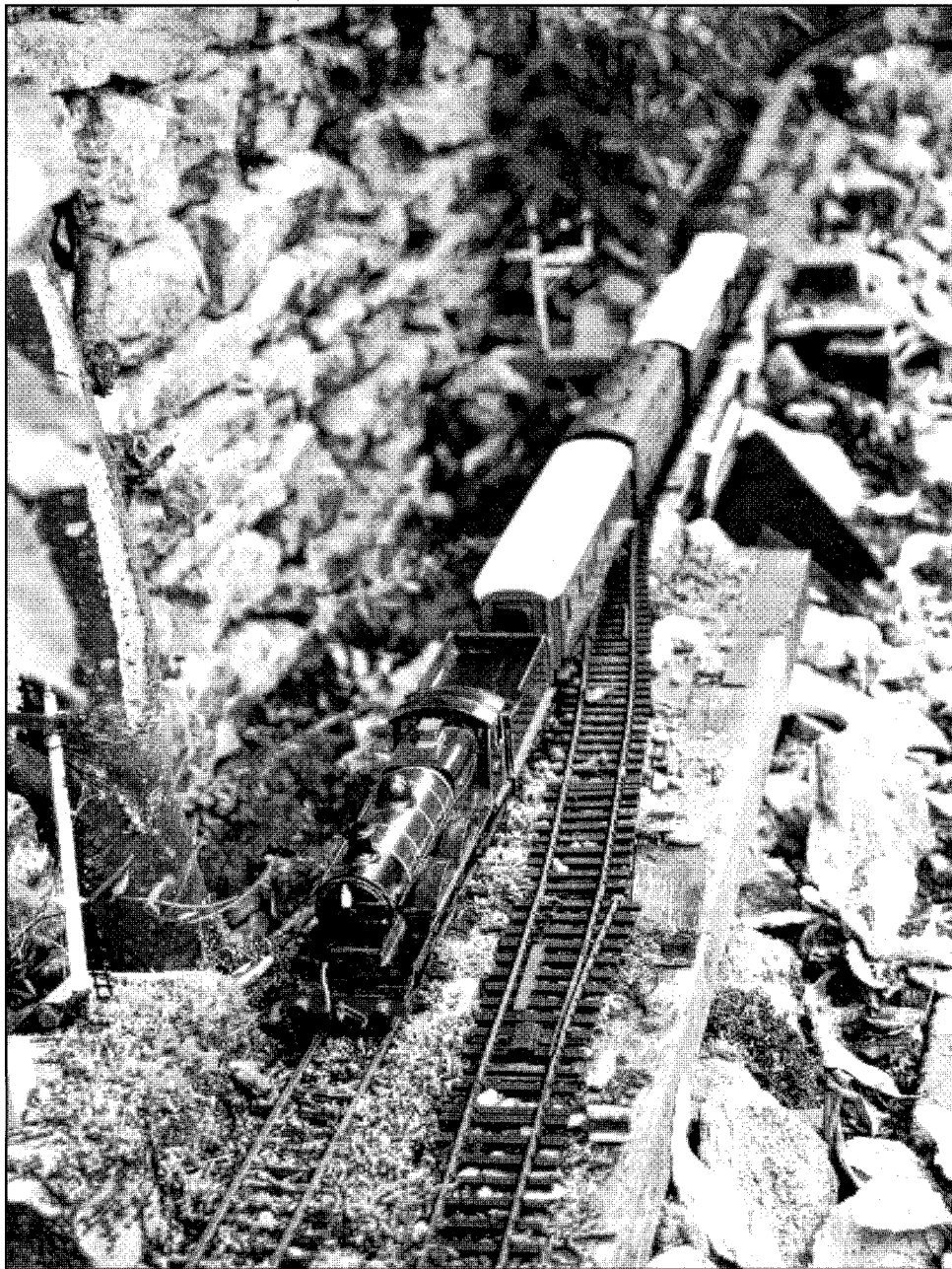
Model readers may remember a previous article on the above named model railway in the Spring 2001 issue of 'Forward' 127, which was adapted from an article in the 'GardenRail' magazine.

The 150ft single main line 'O' gauge railway is laid out in the garden of Mr George Huxley, running through flower borders and rockery, set in the Cotswolds area. Its unusual name is derived from the Christian names of his three daughters and is based on British and Irish rail operating influence.

Mr Huxley has kindly sent two photographs taken during recent railway operations. The original photographs are in colour, which unfortunately the black/white reprints do not do justice to the superb colours of his Great Central locomotives and the garden through which the trains operate. In an accompanying letter Mr Huxley states that he finds 'Forward' a fine periodical and from which he learns so much on railway operations. (*Thanks Mr Huxley. Ed.*)



A Pollitt 4-2-2 stands on the newly installed branch platform road at Ballysophia Junction, waiting for a connection. The locomotive was built by the late Arthur Parsey of Hillsborough, Co. Down. The LNER (ex GC) third brake was made by D & S Models of Hertfordshire. **Priscilla Frost**



GCR Robinson Atlantic class 8B, No.192 passes Cashelcorrianna with a passenger train. Behind the locomotive is a Continental Wagon-Lit baggage and postal bogie carriage (a Watkinian dream). At the end of the train is a LNER six wheeled van. Anachronisms are tolerated on the H.B.& C.R. The locomotive was built by Leinster Models of Dublin. To the right is the goods loop. **Priscilla Frost**



*The first paragraph below is of a letter sent to me from member Graeme King in May this year, but as there were ongoing enquiries taking place he did not wish me to publish it at the time. Since then there have been further developments, followed by a second letter which I publish for the benefit of other members interested in modelling. Ed.*

More than four months later than advertised I have received my limited edition 4mm scale model of LNER P2 Class "Cock o' the North" and in my opinion, and that of several other modellers, it is an absolutely dreadful model ! Although I had to pay 5% of the price at the time of ordering it last October, I was in time to stop my cheque for the remaining 75% of the price as soon as I saw the glaring faults in the delivered "model". I have demanded a full refund from L & J, who firstly tried to tell me that the model was non-returnable, then denied that there was anything wrong with it and claimed that I was the only dissatisfied customer. Eventually they offered to consider a refund but only if I posted the model back to their secret address and trusted them to subsequently send back my money. They refuse to accept personal delivery of the item back to them for an immediate cash refund or collection of the model from my address on the same terms, and for reasons that you may guess, I refuse to rely on a postal exchange. Hence we are in dispute. Society members may wish to take note of my experience.

Second Letter.

You may remember the attached message that I sent to you in May. The story goes on. I took up the problem with John King, Advertising & General Manager for Railway Modeller Magazine. He spoke to L & J and was faithfully promised that if I returned the model I would indeed get a refund. A week after receipt of the model I sent it back, carefully re-packed in its original packaging, using Royal Mail insured Special Delivery service. For a month I heard nothing. In the meantime I discovered that I could get the real address for L & J models from a Royal Mail Customer Care Centre free of charge, and that virtually all PO Box addresses are regarded as public domain information - a fact that society members may find useful. Tired of waiting, I eventually visited L & J's address and although nobody was there I left a note making it clear that I was not letting the matter drop! A few days later I received a letter from L & J filled with bizarre, provocative and in places utterly ridiculous remarks. Essentially it claimed that the model was incorrectly packed, damaged, and being retained for inspection by the Royal Mail. Finding this extremely difficult to believe and not wishing to risk getting involved in defrauding the Royal Mail, I submitted a claim for the insured parcel, but provided a full explanation of the history and the current state of my dealings with L & J.

Last week, some three months after sending the model back to L & J, the Royal Mail notified me that their several requests to inspect the damaged parcel have met with no response from L & J, so they cannot process my claim for compensation. Of course I have still not had a penny from L & J. You may now draw your own conclusions about the business methods of L & J.

'Railway Modeller' stopped accepting their advertising a couple of months ago, although John King tells me that L & J subsequently tried to get him to believe that they had settled their dispute with me! I believe that L & J are *at the very least* maliciously denying me a refund because I was forthright enough to tell them how awful the model was and drew my dissatisfaction to the attention of others. If any other members are unhappy with L & J, they may wish to know that the real address is: 9 Red Hall Drive, Bracebridge Heath, Lincoln, LN4 2JS.

You are quite welcome to approach L & J if you want to try to get their version of the story, but if you are lucky enough to get any sort of a response from them I strongly urge you to verify the facts before you believe any of it. **Graeme King.**

## LETTERS TO THE EDITOR

**From M. Waters, Huntington, York.**

Many thanks for another fine issue of 'Forward'. I particularly enjoyed your own account of footplate work during the 1950's. I used to live near Peterborough and I used to find the New England yards a fascinating place.

Can I ask the help of readers with a problem? For many years much of the freight traffic for the Scunthorpe area reached its destination via the 'back door' from Retford as far as Barnetby where there was a reversal of direction. In the early 1960's BR sought to eliminate the change of direction at Barnetby by building a series of curves which would permit trains coming from Retford to run directly towards Frodingham. Although plans were published in the railway press, nothing ever came of them.

Many years ago a member of the GCRS told me that the LNER had some even more elaborate plans during the 1920's. This involved building a new main line through the villages of Scotter, Messingham and Bottesford in order to reach the Scunthorpe area. I cannot remember the source of this information, but it may have been from the late David Jackson. I was also told that the GCRS holds copies of the plans for this project.

Can anyone confirm that these statements are true, or has my memory been playing tricks with me? Do plans of the proposed new route still exist? I used to live in the village of Bottesford, and the thought of freights hauled by Robinson 2-8-0's passing the splendid thirteenth century church is a fascinating one.

I have just finished reading Ken Grainger's new book on the GCR Derbyshire Lines. It is a first class piece of work and one of the best books that I have read in recent months.

**From Mr P.J.Wortley, 17 Lyndhurst Close, Beverley. E Yorks. HU17 0QG tel. 01482 862191**

Dear Editor,

I enjoyed the latest issue of Forward immensely and to join the throng re your request for articles and input, I enclose the following for your consideration.

### On This and That

The comment about the 'alleged Continental Loading Gauge' in the last issue of Forward needs some clarification. The London Extension up to Annesley N. was built to the Swiss Berne Loading Gauge as those in power at the time were considering not just a London extension but one with links through a Channel Tunnel to the Continent. Ever 'Forward' in their thinking. Bearing in mind modern day plans as outlined in the same issue of Forward perhaps a drawing of the British loading gauge with the Berne loading gauge and a modern Channel Tunnel loading gauge in a future issue? After all no one should be modelling the London Extension to British loading gauge should they!

Similarly the study of Train Control as expounded by A.F. Bound definitely needs research and publication. As a taster I can recommend 'Fifty Years of Railway Signalling' by O S Nock, reprinted and available from Peter Kay, Orchard House, Orchard Gardens, Teignmouth, Devon TQ14 8DP £11.95. This book is an account of signalling development papers put to the Institution of Railway Signal Engineers 1912 to 1962. There are some 26 pages of Bound's ideas and discussions and it

shows how forward thinking he was in developing train working. Similarly 'A Pictorial Record of LNER Constituent Signalling' by A A Maclean if you can get a copy deals with the colour light system at Marylebone - Neasden, and of course George Dow in his vol. three. Some recent authors of signalling works have seen fit to be somewhat disparaging to The Great Central. As O S Nock says 'The Great Central was indeed a natural breeding ground for men of vision and foresight, imbued with the pioneer spirit, forthright in speech and action .....and it is my opinion, and there is objective evidence, that it wasn't just signalling! The book I am compiling on a signalman's memoirs 'Railway signalling and the Great Central.....an abiding passion', has made me very aware just how far the GCR, even in LNER days, was in advance of 'other' railways. The 'omnibus' phone system, 'control' signal boxes, and the 'telegraph' in the booking hall at, I think, 'control' stations.

If anyone can remember the telegraph and the codes that were used I would dearly like to know about them. Having just unearthed this bit of GCR life, if anyone could let me have ANY gen., or photocopies of the same, for inclusion in the book we will all be the richer I think. (*Photostat copies from the 1912 GCR Working Timetable of telegraph codes etc. sent to Mr Wortley. Ed.*) The chairman of the MLST after having the telegraph explained to him has now I understand found that there is one and it is about to be refurbished! Similarly does anyone have a Train Register for a signal box between Leicester and Woodford for some time in the 1950's. The book I am working on has 24hrs from a train register for Rugby Station (proper name) for January 1960, but it would be nice to compare a 24hrs of really busy working against the winter 'run down' version of the 60's, so please can anyone provide photocopies of some pages.

For those of you who want track layouts the book has signal box diagrams for every box between Leicester passenger North and south of Woodford to Brackley circa 1947. Also diagrams for most of the boxes around Rugby at the same time, including the big Rugby boxes! But I digress.

The last time I visited Rugby Central looking at the remains a friend stumbled over a piece of mud encrusted coloured cast iron. It turned out to be one of the rain spouts off the front of the station and shows red lead, grey, LNER green, maroon, and the top colour a slightly different shade of maroon. 'Real history'. I also have acquired an MS&LRy rail chair dated 1892, No 3. It has two collared screws and two domed head pins for fixing to the sleepers, diagonally opposed. I bought it from the Lincolnshire Wolds Railway at Ludborough from one of their track reclamation activities.

Should the new Central Railway be created then what remains of the Great Central, i.e. any over bridges etc. will have to be removed? So what? Well a close examination at Rugby still gives clear evidence of construction, the red headers and blue sides giving a red and blue colour to the bridges, and south of the station the bridge still has the white painted bricks as the backing to the 'advanced starter'. Perhaps Forward should co-ordinate a photo safari so that detailed records of these remains are built up over the whole route before it is all gone forever. After all the Birdcage at Rugby is coming down shortly and various other 'over bridges' have recently been demolished. Anyone wanting a model of it if the society had detailed photos in the archives would be well pleased. How about it, get out there and photograph every little bit of detail. Even if we all had to either contribute one roll of film each, or spend a Saturday going to our nearest bit, co-ordinated by the Society to take close up shots of everything, it would be worth it. Just a thought, but what a result!

Mind you some people are getting very touchy about people photographing the line; in my experience, they tend to jump to the conclusion that you are to do with the modern plans. If it was done properly perhaps in talking to people we might come across one or two owners of 'old' photos; now that would be valuable. I know for a fact that although photos of Braunston & Willoughby are like hen's teeth, there are people in Willoughby who DO HAVE photos, but can I get access to those people? It's a long

way from Beverley, but it looks as though I will have to make the trek.

Another piece of history worth exploring is station names. Although the booking hall awning at Rugby had 'Rugby Central' on it as per John Betjeman's poem; the 'running in boards' situated on the station platforms stated 'Rugby Station'; as was the board on the signal box except there is a photograph of the signal box simply named 'Rugby'! When did these changes happen, and did the Midland Region of BR change many names in their efforts to 'run' the GCR?

In the past year that I have been involved with the GCR via my signalman, I have pestered him for more and more detail, stuff he tells me that is NOT IMPORTANT. How I disagree. All detail is important especially when it is fast disappearing as are memories and infrastructure. We are lucky the subject of our interest is not so vast that we couldn't record it for posterity and for modellers who want to run proprietary GCR, LNER, LMS, SR, GWR, BR steam and diesel loco's and stock. **P.J.**

**Wortley**

**From Mrs Maureen North, Radcliffe on Trent.**

I am trying to trace an account/report of an accident involving my grandfather Mr Arthur Goddard, who was a platelayer on the Rothley – Birstall section of the GCR when he was involved in a fatal accident on the 25<sup>th</sup> July 1920. His death certificate records that "he was cut to pieces by a steam train." It made front-page news of the local paper and an inquest was held. I am looking for any driver's reports, what the number of the engine was that killed him and any little snippets of information regarding the incident.

Both my husband and I are volunteers at Rothley station and we would like to present a display item regarding his death to be on view to the general public, especially as it is said that his ghost haunts the station.

*The following letter was sent to our archivist who unfortunately was unable to assist with this enquiry. It has been passed on to me to publish, in the hope that some member of the Society may be able to help. Please reply through the Editor.*

**From Mike Mitchell, East Goscote, Leicester.**

Full marks of 'Forward' 136 – a very interesting issue. Ref. the letter from Peter Wortley (Forward 136) requesting if anyone had a photograph of the signal box at Braunstone & Willoughby. I am sending (with my compliments) two prints of the s/box taken in August 1961. Allocate both as you think necessary.

Re the prints by Mike Kinder in the last issue; 'Showell' should read Shawell..

*Both photographs, taken at the identical spot on the same day are practically identical apart from the two trains in focus, one a B1 on a passenger train, the other a B16 on a freight train. I have forwarded the B1 photograph to Mr Wortley and the other is published on the rear cover. Thanks Mr Mitchell for the correction to the photograph on page 32. My mistake Ed.*

**From Peter Wortley via e.mail.**

Thanks for the photo of Braunstone and Willoughby from Mr Mitchell. It is just the job as it also shows the platelayers hut which my signalman used on occasions when shift changeovers meant going home was hardly worthwhile. It would appear that a signalman at Charwelton used one of the brake vans in the cripple siding for quite some time. I can't remember from the story whether he was a relief man who became permanent for a while.

When my signalman was a passed cleaner at Woodford he said that firing a V2 always managed to scorch his backside as he was rather tall and firing was rather cramped and the coal door low, for him,

so ..... ! As his memoirs recount life wasn't tinted with that rosy hue modern day 'steamers' seem to think.

As I said in my previous submission what is left of the old GCR is just as valuable as the locos and stock. I have learnt so much about what it took to make the trains run, and that meant what people did, and what they used to do it with from compiling this book. It is the little ordinary things, the things people say "oh yes, everyone knows about that!" Perhaps they did THEN, but now? I don't think so. Those are the things that need researching and writing down and photographing while there is still a chance. I could go on! Anyway thanks for your help, and I will write to Mr Mitchell.

Here's hoping for some more responses on these matters, not just B & W. The Signalling School at Nottingham Victoria seems to be another 'unknown'.

*Anyone with information on the Signalling School? Ed.*

**From Anthony Miller, Ashton-on-Ribble, Preston.**

Thank-you for 'FORWARD' No. 136, which is an outstandingly interesting volume, with absorbing reading from cover to cover. It is difficult to pick out a favourite piece, but your own article on Footplate Experiences is excellent, and I for one would very much welcome any further such articles, with memories from people who were actually involved and so have had direct practical experience. The note by J. F. Harrison is another example. It may be difficult for those who were obliged to endure the hard graft and filthy working conditions to understand why anyone who wasn't there could possibly be interested in such matters - but we are! It is truly fascinating to learn how the work was done, in spite of the difficulties, in order that the railways could continue to function in the age of steam. If there are any other people out there with experience of railway work, and willing to write up those experiences, please, please can we have some more insights into how the railway was operated?

Regrettably, I have no personal knowledge of railway work, but do have a great interest in freight workings and freight rolling stock. The original underlying motive was railway modelling, but the subjects are fascinating in their own right. The main purpose in writing this particular letter is therefore to offer some further information, comments and speculation on the GCR Bogie Coal Wagons to add a little to a splendid article by Lawson Little in FORWARD 136. *The following part of Mr Miller's letter was to be included as a very interesting article in this edition of 'Forward'. Unfortunately due to several 'stop press' items, which arrived just prior to 'going to print', the article will be held over and published in the 'Winter Issue'. My apologies Mr Miller.Ed.*

**Northern Area Representative**

David Russell has been appointed as the above area representative. His main objective is to organise and arrange various model railway exhibitions where the Society is involved.

He can be contacted at

'Finials', Fieldview, Kexby, Lincs.

DN21 5LZ.

Tel.No. 01427 787614.

E mail David

## NOTICES

### **Grimsby/Cleethorpes Branch.**

RAFA Club. Alexendra Road, Cleethorpes. 7.45pm.

**Oct. 8<sup>th</sup>.** The Isle of Axholme Railway. Brian Hastings.

**Nov.12<sup>th</sup>.** Railway Literature (Part III). Tony Peart.

**Dec. 10<sup>th</sup>.** Railway Slides, with Ted Hancock.

### **Scunthorpe Branch**

Kingsley Hall Labour Club, Cole Street, Scunthorpe. 7.30pm.

**Sept 18<sup>th</sup>.** Humber Ferries 'A trip from Barton'. B.Peeps.

**Oct 16<sup>th</sup>.** 'Signalling'. J.Foreman.

**Nov 20<sup>th</sup>.** 'Steam from the 50's'. Ed Collier.

**Dec 18<sup>th</sup>.** 'Railways Around Sheffield'. Mike Hayes.

### **Rotherham Branch**

'The Atlas', Bawtry Road, Brinsworth. 1<sup>st</sup> Thursday each month at 7.30pm.

**Oct. 2<sup>nd</sup>.** Photographing the Local Railway Scene 1978-1990. Stephen Gay.

**Nov. 6<sup>th</sup>** Line of Legend : Leeds to Carlisle. Brian Staniland.

**Dec. 4<sup>th</sup>.** Christmas Buffet and members slides.

### **Sheffield and Chesterfield Branch (Spinkhill).**

'The Angel Hotel', College Road, Spinkhill. Third Tuesday of each month start 7.30pm.

**Sept 16<sup>th</sup>** Coming up with the Goods.- A look at the current freight scene. Stewart Donohoe.

**Oct. 21<sup>st</sup>.** Photographing the Local Railway Scene 1978 – 1990 with Stephen Gay.

**Nov 18<sup>th</sup>.** Global Steam & Diesel Rail Action (video presentation). Doug Copley.

### **Southern Area Branch**

'Crockers', Aberdeen Place, London NW8. First Monday of each month start at 7.30pm.

**8<sup>th</sup> Sept.** Video Night with Peter Rousselange

**6<sup>th</sup> Oct.** Disused London Underground Stations. Slide presentation by Hywel Williams

**3<sup>rd</sup> Nov.** British Locomotives in Pakistan. Slide presentation by Robert Barker

## FOR YOUR DIARY

### **REDEDICATION OF THE GREAT CENTRAL RAILWAY MEMORIAL**

**November 11<sup>th</sup> 2003**

**Royal Victoria Holiday Inn**

**Sheffield**

**Assemble 11am**

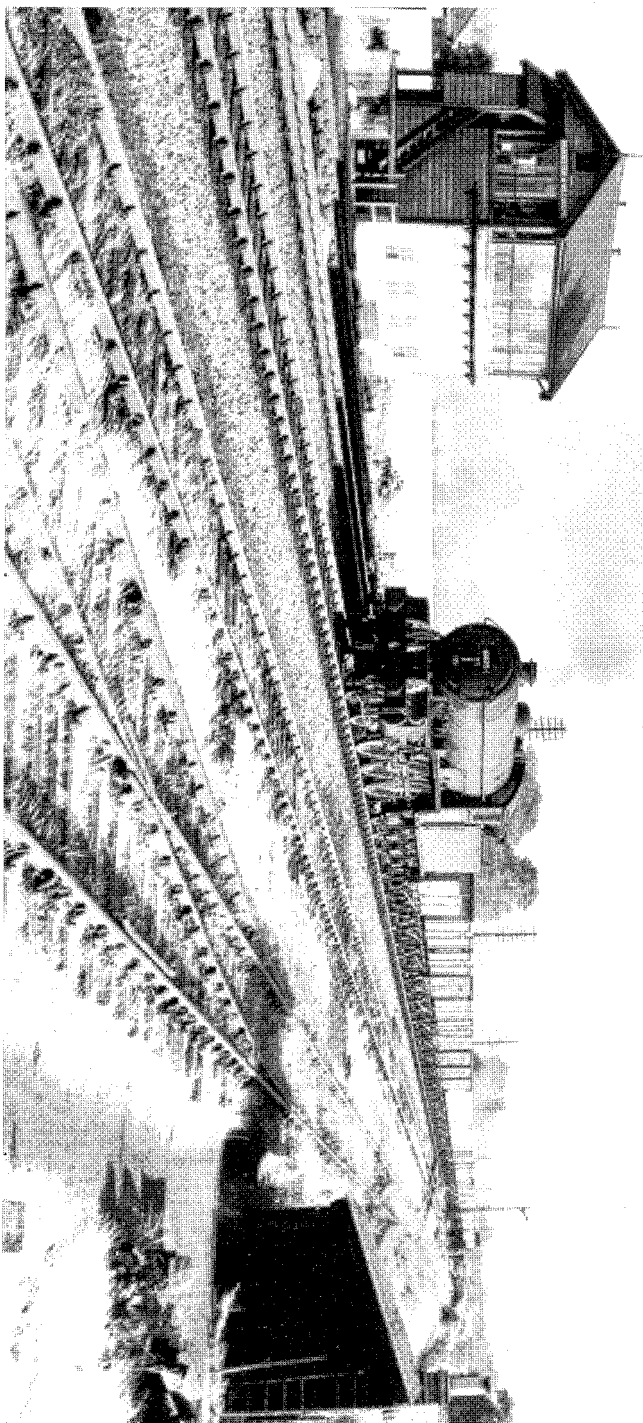
**Service begins at 12noon.**

### **GCRS Autumn Meeting**

**Saturday 15th November at Rugby. Meeting starts 11am**

LMRCA Club, Hillmorton Road, Rugby, Warks.

Also 'Royal Trains and their passengers' by Patrick Kingston. Afternoon talk to be arranged



4-6-0 class B16/2 No. 61475 on a 'down empties' passing Braunston and Willoughby signal box on 26th August 1961. Photograph. M.Mitchell.