

FORWARD



Journal of the Great Central Railway Society

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Front cover caption

Class N5/3 0-6-2T no. 69311 alongside Clipstone Sidings signal box with a local goods on 21 Oct. 1950. This loco was the only N5 to be rebuilt with larger cab, extended smokebox and side tanks.

photo: J.Cupit



The Journal of the Great Central Railway Society

No. 149 ~ Autumn 2006

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Editorial by Bob Gellatly

This is my first edition of Forward as editor. Brian Bell has passed on the baton, so to speak, and if you are reading this then I haven't dropped it! The magazine has been handed over in good shape, so it is with some trepidation that I have taken on this daunting task. There have been 28 editions of 'Forward' under Brian's editorship and in that time Brian has managed to maintain the flow of interesting articles and photos that have made 'Forward' such a good read. So thank you Brian for all you have done with 'Forward' - you can 'retire' knowing that you have done a good job.

So who is the new editor? I am a recently retired teacher of chemistry from a college in Rotherham. Unlike Brian, I shall be unable to contribute footplate reminiscences or comment on the technical aspects of the steam locomotive. However, as the accompanying photo shows, I have driven a steam locomotive!

Living in Anston, which is 13 miles east of Sheffield, I have a keen interest in my local line - the South Yorkshire Joint Railway, which is still in use today. This has led to a wider interest in all things Great Central. Through meeting Roger Milnes, who at the time gave talks on the GCR line from Sheffield to

Cleethorpes under the title of 'A Day Out in Cleethorpes', I applied for membership to the GCRS in December 1989. I note from my records that Eric Latusek was the then Membership Secretary/Treasurer, a task he is still carrying out with professional efficiency today.

This magazine is called Forward as that was the motto of the Great Central Railway. It conveyed the idea that the GCR was a forward-looking organisation that was on the cutting edge of railway technology and management systems. It had to be, if it was going to compete with other well-established railway companies. I believe that is one of the reasons why the GCR still generates so much interest today, even 83 years after its demise.

If you were at our AGM at Wickersley on 20th May, you would have seen the presentation given by Richard Tilden-Smith on the plans of the Great Central Railway at Loughborough to extend its operations - southwards towards a more convenient location in Leicester, and northwards to connect with the line from Ruddington over the re-instated bridge across the Midland main line. At Loughborough itself there is the possibility of playing a part in the development of the adjacent goods warehouse site to include facilities such as offices and archive storage for use by the GCR.

So what is the difference between the current Great Central Railway and the Great Central Railway Society? I have invited Dennis Wilcock, the editor of Main Line to enlighten us (see p13). To avoid confusion would we be better known as the Great Central Railway Historical Society? What do you think?

The last edition concentrated, quite rightly, on the centenary of the cutting of the first sod at Immingham Dock. This was an important step in the development of the GCR. Many of our members attended the Immingham 100 celebrations and an account by Ken Grainger of his visit can be found in this issue. However, I have been reminded by a reader resident in Beaconsfield that 2nd April 2006 was the centenary of the opening of the GW&GC Joint Railway and that this has been given little publicity in Forward. Hopefully, the inclusion of a small item in this issue will remedy the omission.

Contributions to Forward are welcome, whether they are articles, letters or news items. All formats are welcome but it would make my task easier if they are in electronic format



Bob Gellatly at the controls.

photo: Chris Farmer

Minutes of the Annual General Meeting of the
Great Central Railway Society held on
Saturday 20th May 2006
at the Three Horseshoes, Bawtry Road, Wickersley, Rotherham

Present: 46 members.

The meeting was opened at 11.00 by the Chairman, who welcomed the members to the meeting. He reported the deaths of Gerry Arundel, J B Lumb and R W Potter. A minute's silence was held.

1 Apologies for Absence:

Apologies were received from: Eric Latusek, Geoffrey Hughes, Don Sharpe, Geoff Burton, Irving Smith, Martyn Chapman, Martin Burr, Richard Butler, Jack Turner, Carl Lardner, John White, Andrew Simpkin, Robin Peover, Pat Ward, Alan Rowles and Peter Rousselange.

2 Minutes of the 2005 AGM:

The minutes of the 2005 Annual General Meeting, which had been published in Forward were accepted as an accurate record on a proposition by David Bodicoat and seconded by Carol Grainger. They were then signed by the Chairman.

3 Matters Arising:

No matters arose.

4 Officer's Reports:

Chairman's Report

Mike Hartley said that it had been a quiet year, coupled with the failure of the Signal Box Project. After transporting the box from Barnetby to Ruddington, it had been found to be beyond further use, apart from some iron parts and finials. He said that the possibility of something like a suitably altered steel container for storing the archives was being explored. With Brian Bell indicating his retirement last year, Mike was pleased that Bob Gellatly had volunteered to fill the position. It had been a pleasure working with Brian who had made Forward the excellent magazine it now is. Brian has agreed to continue writing and will assist Bob if needed. He finished by giving thanks to all. David Franklin asked what the Signal Box Project was and Mike explained.

David Guest commented on archival storage and suggested that a Local History Group along the line might have some storage facilities. Howard Turner suggested Immingham Museum, but it was pointed out that when the archives had been stored in the museum's previous building, several items had gone missing.

Secretary's Report

Brian Slater said that 4 committee meetings had been held in the past year and all members could attend future meetings. He had represented the society at Telford and Sheffield model railway exhibitions during the past year. He again expressed his disappointment that out of almost 500 members only one volunteer had come forward to assist in the running of the society. Should the committee members decide to retire, the society would cease to exist and he appealed again for volunteers. There are still vacancies for the Northern Area Representative and a Publicity Officer. Also help is required in manning the society stand at various exhibitions throughout the country, especially for the second weekend in September at Telford. He finished by thanking the Nottingham Society of Model and Experimental Engineers for making facilities available at Ruddington for committee meetings and Ken and Carol Grainger for arranging the today's venue.

Treasurer's Report (including Membership Secretary's Report)

In Eric Latusek's absence, his report was read by the secretary. Eric reported that membership was 498, the same as the previous year. He had produced a handout showing details of the membership which was explained in full. 4 members had died during the year. To date, 110 members had still to renew their membership compared to 88 the previous year and invited any present to renew. Copies of the accounts had been handed out which he commented upon. The adjusted balance at the end of the financial year was £5718.86 compared to £3902.57 in the previous year.

Brian Rich asked what was going to happen to the Signal Box funds. Mike explained that they were ring-fenced and were to be used for archive storage. The membership would be consulted if the money was to be used for any other purpose.

David Franklin asked about the donation to the Fulstow War Memorial Fund. It was explained that the village had not had a war memorial to the dead of the Great War as villager Charles Kirman (ex-GC employee) had been shot for 'cowardice' and the villagers at that time wanted either all villagers shown or none at all. The memorial, which included Charles Kirman, was dedicated in November 2005.

The acceptance of the accounts was proposed by Richard Tilden-Smith, seconded by Howard Turner and agreed by the membership.

Sales Officer's Report

In John White's absence, Mike explained that John had personal difficulties in fulfilling his duties and that he would continue until a replacement was found. Mike appealed for a volunteer.

Editor's Report

Brian Bell said that he was resigning and that Forward 148 will be his last. He had been editor for 7 years and had produced 28 issues. He had thoroughly enjoyed the job. As an ex-footplate man, he had been able to write about his experiences. He thanked the committee for their support, especially Mike, and for giving him a free rein. He also gave thanks to all those who had submitted articles. Forward 148 will be all about Immingham. He finished by saying that he will miss being editor.

Model Steward's Report

John Quick reported that he had had a busy year, answering a huge variety of enquiries both from members and others. He was asked about a former station master at Quorn and was able to supply photographs, a drawing, notes and an obituary for someone researching their family history. Also a Spanish gentleman had asked him about a possible MS&LR carriage body in Spain! He said that some progress was being made in producing GCRS transfers. The society is invited to various exhibitions and John does his best to support the stand. In April we were represented at 3 separate venues; Alexandra Palace, Sheffield and Wakefield over the same weekend. He thanked Mike Hartley, Brian Slater, Martyn Chapman, Andrew David and others who had helped manning the society stand. John feels that exhibitions are a valuable source of new members and that an exhibition coordinator is required. Finally, his Open Day will be on July 1st.

Midlands Area Rep's. Report

No report was received from Tony West.

Southern Area Rep's. Report

Len Bunning recounted the venues that the Southern Area group had used and he hoped that they would be able to stay at the Exmouth Arms in Euston. He commented on the presence of the society at exhibitions and events and thanked Andrew David, Geoff Burton, Ron Walker and Peter Rousselange for their help at Alexandra Palace. Remembrance Day passed us by in 2005 following various failures to organize events. He said that GBRF are keen to send Valour to Marylebone for 11th November 2006. The annual bus trip still had some vacancies. He finished by thanking Brian Holyland, Geoff Lane and Peter Rousselange for their help with the Southern Area group.

Archivist's Report

No report was received from Gillian Brooks.

David Guest proposed and Ken Grainger seconded a vote of thanks to the committee, agreed by all present.

5 Election of Officers:

The following nominations had been received by the secretary for committee posts for the coming year: Chairman - Mike Hartley, Secretary - Brian Slater, Treasurer/Membership Secretary - Eric Latusek, Sales Officer - John White, Midlands Area Rep - Tony West, Southern Area Rep - Len Bunning, Editor - Bob Gellatly, Model Steward - John Quick, Archivist - Gillian Brooks.

In the absence of any other nominations, their appointment was proposed by Richard Tilden-Smith, seconded by Brian Holyland and agreed by all present.

Bob Gellatly introduced himself as the new Editor of Forward and asked members to continue to make contributions for publication.

6 Any Other Business

David Franklin spoke about the content of Forward and asked for more reminiscences and articles from the Great Central Railway Journal.

Alan Ashurst said that there was to be a photographic exhibition at Northwich Station in early 2007 and commented on other developments west of the Pennines.

7 2006 AGM

Suggested venues were Northwich, Nottingham, Leicester and Loughborough. The committee will discuss. Alan Ashurst said that the Northwich station development was not yet completed and that it would be better to wait until 2008.

The venue for the 2007 AGM of the GCRS will be at the New Venture Social Club, Beeston near Nottingham on Sat. 12th May. It is only a few minutes walk from Beeston station. More details will be given in the next issue.

Welcome to the following new members

Dr J.S.Manners, Leatherhead

Mr P.J.Penn-Sayers, Les Fanieres, France

Mr R.J.Dunlop, St.Albans

Mr C.Leach, Cottingham

Mr D.R.Drake, Tufnell Park

Mr R.Pryer, Bournemouth

Mr A.N.Roberts, Wellington

Mr W.Banfield, Hemel Hempstead

Mr P.Hewson, Brigg

Mr D.G.Munday, Doncaster

Mr H.G.Ward, Bamford

Mr J.Cliffe, Woodford

Mr D.Garrick, Sleaford

Mr B.Milner, Grimsby

Mr C.L.Booth, Worksop

Mr C.Woods, Winterton

The Great Central Railway on the Internet

A website dedicated to the Great Central Railway Society can be found at -
www.thewoodheadsite.org.uk/gcrs

There is also a GCR forum on Yahoo where you can join in and have your say on GC matters -

<http://groups.yahoo.com/group/gcrsforum/>



Students of the GCR will also find Dave Gosling's web site about Gorton Works of interest -
www.gorton-tank.com

If you know of other web sites that cater specifically for those with an interest in the GCR, please let me know - Editor.

Private Siding Traffic on the LD&ECR

by Lawson Little

The Lancashire Derbyshire & East Coast Railway was originally built specifically to move coal to market from the collieries of the East Midlands, but in time a modest amount of general goods traffic developed, much of it originating from or destined for various private sidings along the route. The following notes attempt to summarise all known locations, moving from west to east.

Arnold Laver & Co., Chesterfield

This very old-established firm of timber merchants (which happily still trades from another site in the town), leased a significant area of the Goods Yard at Market Place Station; they probably had the exclusive use of a couple of sidings alongside West Bars to handle large quantities of incoming timber, the volume of which justified keeping the line from Duckmanton Junction open for goods traffic for a few years after the central section of the LD&ECR closed in 1951.

Bryan, Donkin & Co., Chesterfield

A few hundred yards east of the terminus, close to the Horns Bridge crossing of the Midland main line, a siding on the down (south) side of the LD&ECR led to the premises of this engineering concern and its neighbour the Chesterfield Tube Company. At the point of divergence, the LD&ECR was on an embankment some 60 feet high, so to reach ground level a steeply-inclined switch-back was necessary. This was an operational headache, with special working arrangements in place - movements were restricted to 5 mph, locomotives had always to be at the eastern end of the train, and no more than six wagons were allowed at a time; also the down line had to be blocked back to the next station at Arkwright Town when the siding, which was controlled by a ground frame and Annetts Key, was in use.

It was probably a relief to the railway authorities when a later connection was put in passing under the LD&ECR to the adjacent Midland Railway Brampton branch, and it is likely that the original switch-back would subsequently have seen little use.

The only photograph known to the author is a rather out-of-focus postwar shot of a J11 on an up freight passing the site - the engineering yard is full of wagons being shunted by an 0-4-0ST which presumably replaced an earlier i/c-engined machine of German parentage that broke down during WWII. Not surprisingly, spares were difficult to obtain at that time, so the LNER loaned Bryan's a Sentinel steam shunter which was nominally under the care of Langwith MPD. As it was deemed too slow to make the journey there for attention, a fitter had to be sent over to Chesterfield each week to service the Sentinel.

The Bolsover Home Grown Fruit Preserving Co., Bolsover

This somewhat pretentious title covered the activities of a small concern which built a factory on the up (north) side of the Goods Yard at Bolsover in 1900. Local soil conditions were (and still are) particularly suitable for the growing of strawberries, and the Company was formed to bottle these for sale outside the area.

The factory had its own siding, via which, coal for the boilers was delivered and bottled produce despatched to customers outside the range of the firm's own horse-drawn transport. As the business developed, other varieties of fruit were brought in by rail from Wisbech and the Fens.

Canning was later introduced to supplement and eventually replace bottling, and at the height of the fruit season in late summer, large numbers of temporary female staff were recruited - an unusual opportunity in this area where most of the available jobs involved heavy manual labour.

To keep the factory employed for the rest of the year, pea canning was introduced, along with mincemeat for Christmas. Plums were brought in from the Vale of Evesham, raspberries from the Carse of Gowrie in Scotland, and even lemons and oranges via Liverpool Docks. As road transport developed, much of the traffic began to arrive by road, and outward shipments were increasingly

handled by the Company's own vans which were needed to supply customers who required small and prompt deliveries.

However some rail traffic was retained, and strings of 12-ton vans could still be seen in the siding until postwar years. By the time this section of the LD&ECR closed in December 1951, however, the factory was in difficulties; always undercapitalised (right to the end, all operations apart from the final can sealing were still done by hand), the Bolsover firm was unable to compete with larger concerns such as Chivers and Hartleys. Jam consumption also began to decline as the working classes demanded a more varied diet, and the firm eventually ceased trading in 1959.

At my last visit the premises still stood, in use by an agricultural implement concern. Most signs of the railway, however, are long gone.



Mineral wagons stand in Newton's siding at Langwith Junction while class N5 0-6-2T no.69263 waits in the back-road with excursion stock on 20 August 1960.

Newtons Quarry, Langwith Junction

This site was on the north side of the up yard at Langwith Junction, or Shirebrook North as the station was named from 1924. Producing lime and limestone, it was unusual in having no road access whatsoever, though anecdotal evidence suggests that on occasion, lorries were driven into the quarry across the railway lines! Since there is no obvious crossing point, this would have involved removing or covering numerous signal wires and point rodding runs, so is most unlikely; perhaps an isolated instance of heavy machinery being delivered by road is the basis of the rumours.

Two sidings served the quarry; the first formed the northernmost line in the up yard, and ran under a wooden loading gantry and then alongside a range of three limekilns. At its western end a kick-back siding ran into the quarry proper, and a second line which trailed off the up yard headshunt also extended into the bottom of the pit.

The quarry was not registered locally, but is believed to have belonged to the larger concern of Newton, Chambers and Co., based at King Sterndale, near Buxton.

Presumably the lack of road access led to the quarry's early demise; the O.S. map of 1938 lists it as 'Old Quarry' and when the writer first explored it in 1942 it was very overgrown and partly flooded. The gantry had been dismantled by then and the sidings shortened, albeit retained in part for use by the S&T Department and as parking places for crippled wagons.

The best guess is that the quarry ceased to be worked in the early 1930s; the site was then left undisturbed for 50 years, after which it was cleared and levelled for an abortive housing scheme.

W.H.Davis & Sons, Langwith Junction

This Company originated in the late 19th century as an early form of Finance House, buying large numbers of (mainly) coal wagons and leasing them to railway companies. From its original base at Doncaster the firm moved to Langwith Junction in 1904, having made the decision to build its own wagons rather than buying them in, and a large site was established south of the LD&ECR adjacent to the loco depot.

Originally, rail access to the wagon works was via a siding which ran through the middle of the loco yard, a most unsatisfactory arrangement which was later replaced by a connection off the southern-most line on the adjacent down yard. Despite the extensive premises, Davis's never seemed to have used their own shunting engine, the nearest approach being a curious vertical-boilered contraption (known inevitably as the 'Coffee-Pot') which ran coupled permanently to a transporter wagon on an isolated track running at right-angles to the outer end of the fan of sidings. In later years, a small Simplex and an ex-Army Ruston were seen at the works, but these may have been part of the firm's

scrap-buying activities rather than in use there.

More recent production includes a batch of covered hoppers for British Industrial Sand, and a quantity of milk tankers (actually new stainless steel tanks on refurbished ex-petrol tanker chassis) for the Milk Marketing Board, which were stored and eventually scrapped without, apparently, ever having been used.

In 1974, Langwith Junction was effectively closed as a railway location, having been severed by the life-



Some of the ill-fated Milk Marketing Board wagons at W.H.Davis.

expiry of a bridge over the Midland Worksop-Nottingham line. There was however still sufficient traffic on offer from the Wagon Works to justify the relaying of a connection down to the Midland on an alignment (called the 'New Found Out' for some long-forgotten reason) which had been lifted 30 years previously.

Due to problems outside the firm's direct control, receivers were called in in 1983; no effort was made to turn the company around, indeed several lucrative contracts were declined, and the firm effectively closed at the end of that year. In 1984 however, a management buyout revived the company, which, whilst still retaining some railway work began to concentrate more on the construction of shipping containers.

In recent times there have been signs of renewed rail activity at the wagon works, with regular press mentions of new contracts; Davis's is now the LD&ECR's only active private siding.



The last passenger train to pass through Langwith Junction was this class 47 hauled railtour. The connection to W.H.Davis is in the foreground with wagons on view in the yard.

Warsop Sand Quarry, Warsop

This was located on the down side of the LD&ECR adjacent to Warsop Station. In the mid-40s the writer recalls noting groups of wagons, usually 5-plank opens, on the siding into the quarry, and the 1947 WTT includes a requirement for a daily shunt between 10am and 12 noon. The 1960 O.S. map suggests that by that date the quarry had its own shunter, as it shows a rail-served siding into a building which is too small for anything other than an engine-shed.

According to local sources, the quarry closed around 1970, though whether it was rail-served to the end is not known. The site is still vacant, being used (unofficially) for motor-cycle scrambling.

British Petroleum Depot, Warsop

This was built on the site of Warsop goods yard in the 1970s, and comprised three small vertical bulk fuel tanks, a lorry bay, loading rack and office block. The former 'back road' in the goods yard was retained for incoming supplies, the remainder of the yard being lifted.

The depot was still in use in 1982 but is believed to have closed around 1990; the site has now been cleared, apart from the office block which survives in other hands.

Gorsethorpe Quarry, Clipstone

This small concern was located on the down side of the LD&ECR main line immediately opposite Clipstone Siding (not to be confused with the nearby Clipstone Junction; Clipstone Siding was put in for the Duke of Portland and comprised a couple of spurs and a cattle dock - it never boasted a passenger station).

The quarry was derelict and the siding removed by the time of WWII, and many years later was used as infill for domestic rubbish; no sign of its existence now remains.

Boughton Army Depot, Boughton

This very large storage facility was built during WWII on the up side of the LD&ECR just west of Boughton (pronounced 'Booton') Station. Not surprisingly it was not mentioned in contemporary literature, but the writer recalls seeing from passing trains during the war years, several J94-type 0-6-0STs busily occupied on the extensive network of sidings.

After the war the Army soon departed and the sidings were lifted, though the original large Nissen huts are still in industrial use.

Kirton Brick Works, Boughton

A relatively recent, albeit short-lived, development, was the installation of two sidings to serve this works on the south side of the LD&ECR near Boughton. These were put in around 1984 but had a short life, being noted out of use, though still intact, as early as November 1987.

Tuxford Oil Depot, Tuxford

Similar to, but larger than, the Warsop installation, this was erected in the goods yard at Tuxford Central some time prior to 1972, and comprised the usual vertical bulk fuel tanks surrounded by a wire fence. Outside the latter, a short siding which had originally served the end-loading bank was retained to park a 'reach wagon', provided to allow locomotives to place tankers inside the unloading area without venturing in themselves. (For the record, the wagon was a lwb low drop-sided type numbered TDB 931779 ZSR, painted red and marked 'Internal Use Only, Tuxford Central'.)

The Depot was still in use in November 1987 but had disappeared a few years later, as has a Grain Terminal, marked on the 1977 O.S. map as being located just east of the site of the former Tuxford Works of the LD&ECR, but no longer in evidence.

This concludes the survey of all sites known to the writer; any reader knowing of additional information or corrections is invited to get in touch via the Editor.



Class A5 4-6-2T no.69815 passes Clipstone Siding signal box with a Lincoln-Chesterfield local on 21 Oct 1950. The site of the siding to Gorsethorpe Quarry is to the right beyond the train.

A New Roof for Sheffield Victoria

by Stephen Gay

Back in Forward no.129, fellow GCRS member J. Richard Morton put together a most interesting article entitled "The Roof Collapse at Sheffield Victoria". With that feature in mind, I recently came across some photographs of the roof at Sheffield Victoria being rebuilt in 1953. Along with some snippets of information I've gathered, I thought these would make an interesting postscript.

With the Cravens works pictured in the background, a couple of engineers' cranes gently load one of the 90 ft beams onto a bolster wagon at Darnall Depot. The beams were made by Wellerman Brothers Ltd of Sheffield, from a design by London railway engineers.

Stephen Gay Collection



Pictured at Sheffield Victoria, a 36-ton steam crane brought from Colwick, Nottingham, is seen lifting the first beam into position. Because the beams are post-tensioned and of pre-stressed construction, an 80ft steel lifting beam, weighing 12 tons, was used to lift them.

Stephen Gay Collection



With the job well under way, the Colwick steam crane is pictured on the middle road between platforms 3 and 4, lifting another beam into position. 15 of the pre-stressed beams weigh 12¼ tons and 2 weigh 16¼ tons. The heavier beams are to carry and support the overhead electrical equipment when the Sheffield to Manchester service is electrified.

Stephen Gay Collection



With the Royal Victoria Hotel prominent in the background, the placing of the new beams looks more or less complete. Before the days of health and safety kicked-in, surveying the job at first hand is District Engineer Mr Ken 'Spider Man' Turner.

Stephen Gay Collection



The completed roof from platform level.

GCRS Collection



An appeal to modellers

If you model GC stock and/or have a GCR/LNER themed layout, please send some photos with a description - Editor.



The Present Day Great Central Railway

by Dennis Wilcock (Editor of 'Main Line')

The present day Great Central Railway plc operates a heritage line between Loughborough Central and Leicester North (formerly Belgrave & Birstall) along part of the erstwhile GCR "London Extension". The Great Central Railway (Nottingham) Ltd similarly operates between Ruddington, where the former MoD depot is the base for a comprehensive transport heritage centre, and Loughborough North. The two Loughborough termini are separated by a 500m "gap" where the former embankment and bridge over the Midland main line have been removed. It is the intention to "Bridge the Gap" and create a seventeen mile main line railway once again.

Whilst the present railway is firmly committed to supporting its GCR origins the reality of present day operating requirements and trying to preserve artefacts from a company that ceased to exist eighty three years ago leads to inevitable compromises. The basic structure of the railway; bridges, stations and trackbed are of GC origin. At Ruddington there is a considerable collection of GC carriages including four "Barnums". On the southern part of the line we have restored and operate, by courtesy of the National Railway Museum, the only 'running' GCR locomotive in the world – the Robinson Class 8K (LNER O4) 2-8-0 which now carries its BR number 63601.

Over the next few issues of 'Forward' I hope to look at the various aspects of the present railway and reflect on the GCR origin and how we manage to operate now and look forward into the future.

In this first introductory item it is worth saying just a few things about the Robinson locomotive. It was the first locomotive built in 1912 at the GCR's Gorton works. It remained basically unaltered throughout its working life of fifty one years and was withdrawn from Frodingham shed in June, 1963. It had spent many years hauling those heavy freights of steel and coal over the Woodhead route.

On withdrawal the locomotive was selected to be part of the National Collection and went to Doncaster Works and then on to Stratford Works. In 1967 it was moved to the new museum in Leicester and in 1976 moved again to the Dinting Railway Centre to be housed in the single road GCR engine shed. After further moves it arrived, on loan from the NRM, to the present GCR on 6th June, 1996. After a comprehensive overhaul at Loughborough it returned to service on 29th January, 2000 at the railway's Winter Gala. It remains a reliable and smooth running engine and is a tribute to all those that have been involved with it – from J G Robinson, the locomotive's designer to Tom Tighe and Craig Stinchcombe of the GCR Locomotives Department who have performed an excellent job in its restoration to running order. For anyone wishing to see the GC in action today then just come along to Loughborough and enjoy the experience.



Steam and Petrol Road Waggon on the GCR 1905-08

by Carl Lardner



TYPES OF MOTOR LORRIES.

Here is a summary and tabulation of two articles which appeared in the 16th Jan 1909 and 30th Jan 1909 editions of 'Motor Traction' (MT). The company 'Messrs Thompson, McKay and Co. Ltd.' actually dealt with goods collection and delivery for the GCR, but for simplicity I shall refer to them as the 'GCR'. The full articles in MT, which make good reading for those interested in financial matters, with 'costs per ...' shown to two decimal places of a penny, give a full account of the usage of the vehicles, with cost tables, which themselves are of social interest eg wage rates.

The GCR acquired its first steam traction waggons in 1905 and had enlarged the fleet to 9 by 1907. The attached table shows the fleet, plus 3 petrol lorries, as at the end of 1908. The waggon numbers seem to have been allocated from the same series as the horse-drawn vehicles. The vehicles were tested in all conditions - flat, hilly, short haul, long haul, heavy loads, light loads, dense loads, and

bulky loads. WN2301 was loaned for three months to a coal merchant, Messrs Phillips & Co., during which time it did three trips a day, hauling a trailer, to deliver 8 tons of coal to households on each trip.

It was manned by a driver and mate. Although only used on an average of 40 miles each day, it was considered to be profitably employed. The problem encountered was the mis-match between the steel wheels and the road sets in Sheffield and Rotherham. This was overcome by fitting the waggons with Messrs Liversedge's 'Artillery Wheels' - wheels with a diagonally ribbed circumference as used on vehicles in the Great War.

In London, the prime route was out from Marylebone in the morning to the warehouse in Limehouse,



perhaps dropping off a load on the way, and the return trip in the evening, having often been on an intervening trip to the Docks. The costs and the loads of each waggon was recorded and totalled. The lists shown in MT show cost of depreciation (20% of outstanding value), interest on capital (5%), repairs, driver's and loader's wages, licence and registration, accommodation and inspection, fuel, lubrication, oil, insurance, water, and 'other'. It would be interesting to see the cost sheets for horse-drawn vehicles - has anyone out there got the account books?

There is no mention of any particular unreliability of either the steam or petrol fleet. Not surprisingly, with the builders having their eye on replacing 2000 horses, they offered a good standard of support. On one occasion, due to carelessness of an attendant, two cylinder jackets cracked in the overnight frost. A wire was sent to

the Ryknield company, and repairs were effected in time to resume work the following morning! The waggons seem to have had one day each week reserved for maintenance. It is recorded that Leyland provided the petrol lorries from the end of 1909. However, looking at Per Rail (1913 copy), apart from the set pieces, there is no sign of horseless transport in any photograph.

I'm sure most of us remember horse-drawn delivery vehicles, trams, pea-souper fogs at midday - the past wasn't so long ago was it?

Illustrations of the vehicles for 1905-08 are to be found in the following books and journals:

'Motor Traction' magazine : 16 Jan 1909 and 30 Jan 1909

Per Rail : p.149,150 & 154

Great Central Recalled by George Dow: p.49

Great Central Album by George Dow: p.59

The Great Central Railway Vol.3 by George Dow: p.237

The table below gives a summary of the fleet as at 1st Jan. 1909

Waggon Number	Date in use	Maker	Based at	A	B	C	S/P
2232	16 th Sep 1905	Yorkshire	Sheffield	15	2.3	3/8	S
2233	4 th Nov 1905	Yorkshire	Sheffield	18	1.5	3/18	S
2234	4 th Nov 1905	Yorkshire	Rotherham	19	1.3	4/12	S
2235	4 th Nov 1905	Hercules	Manchester	15	4.5	4/6	S
2249	early 1906	Hercules	Manchester	15	4.9	4/12	S
2275	late 1906	Robey	Manchester London	13 9	4.5 7.3	4/12 5/11	S
2297	6 th July 1907	Yorkshire	Nottingham	13	2.6	3/8	S
2300	19 th Oct 1907	Robey	Manchester	14	3.5	4/7	S
2301	19 th Oct 1907	Robey	London	10	5.6	5/2	S
?	19 th Jan 1905	Milnes-Daimler (5t)	London	18	5.7	4/7	P
2276	12 th Jan 1907	Ryknield (5t)	Manchester	13	5.7	3/9	P
2326	?	Milnes-Daimler (3t)	London	20	4.1	2/5	P
Column A = Loaded journeys per week Column B = Distance per loaded journey (miles) Column C = Average weight per load (tons/cwt) S/P = Steam or Petrol							

Erratum

In a letter from Carl Lardner on p.41 of Forward 146, the wording 'The leading coach diagram of 1895' should read 'The loading gauge diagram of 1895'.

The Opening of The Sheffield, Ashton-under-Lyne & Manchester Railway

as reported in the July 12th, 1845 edition of the Sheffield & Rotherham Independent

Submitted by Ken Grainger

In Forward 145, a literary reconstruction of the Sheffield, Ashton-under-Lyne and Manchester Railway's Sheffield, Bridgehouses terminus was attempted, based on what could be gleaned from contemporary editions of the Sheffield & Rotherham Independent newspaper. The fullest description (well, the only one, really) of the station building appeared in the July 12th, 1845 edition, in an unnamed reporter's account of the opening of the line. The opening, that is, from its two ends with a consistent 1 hour and 7 minutes allowed for the tortuous connection by horse-drawn carriage (or Shanks' Pony) between Dunford Bridge and Woodhead, the first Woodhead tunnel still being some months away from completion. The following is a verbatim copy of that report, in the rather quaint and sometimes florid style of the time. Perhaps reporters' remuneration was 'per comma' !

The SHEFFIELD and MANCHESTER Railway

According to the statement in our last, a train was in readiness at three o'clock on Saturday afternoon, for Major-General Pasley, to make his official inspection of the line, preparatory to its opening. The train consisted of one of the new engines, with one first, three second, and four or five third-class carriages. The third class are very different from those we are accustomed to see. They are completely covered on the top and sides, and have windows. They differ from the second class in this, that the interior, instead of being divided into three compartments, is one large room, with seats arranged lengthwise. Some have apprehended that the Company may be injured by these carriages affording equal shelter, being preferred on account of their cheapness to the second class carriages, by persons who could well afford the higher fare. We doubt whether this will be found to be the case. It is very likely, that, for a short time at first, many may make experiment of the third class, but we have no doubt they will soon find sufficient reasons to give the preference to the second. One train carrying passengers in these carriages, at a penny per mile, goes out and comes in each day. The hour of departure is 7.25 a.m., and of return, 8.35 p.m.. The Sheffield station is of wood, and consists merely of the necessary apartments for bookkeeping, the issue of tickets, waiting rooms, and other conveniences for passengers, &c., &c., the whole aired by stoves, which communicate with a tall chimney at one end of the station. The sheds, which are not yet complete, are elegant and airy, extending in length nearly 120 yards. The engine house is situated a quarter of a mile or more from the station, between the western terminus of the Bridgehouses tunnel and the Old Park Wood. Major-General Pasley was expected to arrive from London about half-past three, and many persons were waiting at the station, having been invited to join the special train in the official trip. Time, however, wore on, and the General did not arrive. At half-past four, it was concluded that he could not arrive till the train due at a quarter to six, and a general dispersion took place, after an intimation to meet again at that hour. It appears, however, that by a great delay of the train, which should have arrived at half-past three, the arrival of the General was delayed till near five, when he reached the Sheffield station. A hasty mustering took place, and the train started long before those who were to re-assemble at six could be aware of the circumstance. The General spent about five hours in going over the line, and declared himself perfectly satisfied.

On Sunday, the station was visited by hundreds of persons, who, during the afternoon and evening, were admitted upon the premises.

On Monday morning, the place was the scene of great animation. The station was decorated with about a dozen flags and a band of music was in attendance. It had been announced that free tickets to and from Dunford Bridge would be issued to the proprietors. The first train, consisting of five or six carriages, started at 7.25, and went off in good style, amid the plaudits of the assembled throng. This train was due at Dunford Bridge at 8.18, and should have returned to Sheffield station by 9.31. But there were many delays incident to the first business trip, which caused it to be an hour or more behind the ordinary time for its return. The furniture of several of the roadside stations had to be

deposited, consisting of ticket boxes, stamping machines, flags, ladders, slides, &c., &c., with the dresses of the porters and policemen. In returning, also, there was considerable delay, for a portion of the rails on the down line from Wortley to Deepcar were not laid. The consequence was, that at the Wortley station, the returning train had to wait until the 9.25 train out of Sheffield had passed. It then had to run back nearly to the Outhwaite tunnel, to get upon the other rails, and afterwards it had to change again to its proper line. These delays, however, only served to give the passengers a better opportunity of seeing the line, and the fine country through which it passes, the main objects of most of the passengers of that morning. The universal themes were, admiration of the country, of the works of the line, and of the ease and steadiness with which the carriages ran.

While this train waited at Wortley, the train from Sheffield came up. This was the principal train of the occasion, containing a large number of the proprietors, and several of the Directors of the Company. It consisted of ten or twelve carriages, with two engines, and was decorated with flags, and accompanied by a band of music. The leading engine was conducted by Mr. Jee himself. The occasion appeared to be felt universally to justify great rejoicing, that this formidable undertaking has been brought, by the moral courage of the directors, amid the most stupendous difficulties, and by the genius and skill of the engineers and contractors, into its present state. Had the predictions of great men, - such, for instance, as that of the most renowned of railway engineers, that it would take twelve years to sink the shafts of the tunnel, - the work would have been abandoned in despair, as was the former line projected by Mr. Stephenson, to go by Chapel-en-le-Frith.

It is enough to assure the distant reader that the scenery of this part of the line must be very attractive, when we state that from Sheffield, where the valley of the Don becomes wide, the line runs up the valley towards the high moors where the river takes its rise, and plunges into the bowels of the mountains, only about a mile and a half from Dunwell, the main source of the river. From Sheffield to Oughtibridge (five miles) the valley is wide, but the hills which bound it on each side are bold, richly cultivated, and studded with villages and farmsteads. The hills are occasionally broken by the valleys of the tributary streams, which at various places pour their contributions into the Dun. Immediately after leaving Oughtibridge, we enter Wharncleiffe Wood, and the line runs through it almost to Wortley. Here, for the greater part, the view is interrupted by the leafy wall on either hand, but now and then a glimpse is obtained of the expanse of wood descending on the one hand to the river's brink, and on the other rising up to the brow of the mountain. At several places, we get a sight of the other sides of the valley, which it is observable becomes narrower, while the hills rise higher and more abruptly. A view through the wood is to be seen from the Deepcar station, but at Wortley we have cleared the wood, and discover several fascinating views of the valley on the one hand, while to the right the church of Wortley, with its plain tower, is conspicuous. From Wortley to the Outhwaite tunnel, we have fine and uninterrupted views of a country growing obviously less rich than that in the lower part of the valley. Having passed the Outhwaite tunnel, the evidences of a high and less genial country becomes still more marked. Passing Penistone, the country becomes bleak and wild. The land had indeed been reclaimed from the moors, but it is little sheltered excepting by an occasional plantation of hardy trees. The verdant hedge-rows, which, in a rich district, add so much to the beauty of the scenery, are here replaced by bare stone walls, and the trees bear witness to the fierce blasts which sweep over this elevated region. Instead of rich valleys, we have but the narrow ravine through which the mountain streamlet flows, to join itself to the major brook, for here the Dun itself is nothing more. At Dunford Bridge, we seem to have reached the confines of enclosure and cultivation. Beyond it is the highest ridge of the moors, through which, in this year of 1845, the air of heaven has, for the first time since these mountains were piled, been enabled by the art and genius of man to penetrate, and through which, ere long, human beings and cattle, and bales of goods, will daily pass, as though it were their natural road.

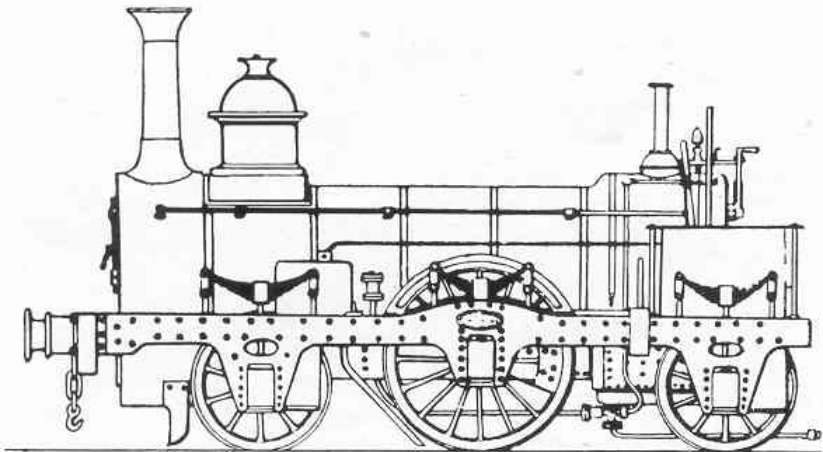
It may not be out of place here to state, that particular attention has been paid to the arrangement and construction of the permanent stations now in course of erection on this line. They are commodious, provided with coal staiths of excellent design, proper landing places for goods, cattle, &c., where required, and ample convenience for the passengers travelling along the line. The stations have been arranged by Mr. Jee, and the buildings are, we believe, designed and superintended by Messrs Weightman and Hadfield. The two styles of architecture best suited for such buildings, the Italian and the Old English, have been adopted throughout; the former in the hilly and more rural districts, the latter for the towns and manufacturing localities. The stations at Ashton and

Staleybridge are particularly commodious, and well suited to the immense traffic for which they will be required, and they will be ready to open with the branch. The Glossop station is finished, and has been universally admired for its good proportions and perfect convenience. It adds another to the public structures which have so rapidly appeared in the rising town of Glossop, and which are indisputable and gratifying evidence of the liberal measures by which the noble owner of the soil ensures the welfare of that flourishing district.

We may, in passing, remark that those who may be tempted to explore the line would do well to visit Glossop Dale, a district whence much of the prosperity of this Company will most certainly be derived. The new mills in progress there, as well as the various public improvements now going on, will convince the most sceptical that a mighty interest will (if the trade of the country be allowed to work its way) be created in that once pastoral, and still beautiful valley.

We have no doubt that this will be a favourite line for summer excursions. But as few of our friends are so ethereal as to contemplate a day in the country, without being assured of the presence of the creature comforts, by want of which a day of pleasure would be woefully marred, we may remind them that at Oughtibridge there is a good bridge across the river communicating with the village, where sundry of the good things of this life are easily obtainable. The Wortley station is less than a mile distant from that village. Penistone station passes close to the town. And if they continue their ride to Dunford Bridge to ramble on the high moors, they will find here a large and excellent inn, where Mr. and Mrs. Whitfield provide unexceptionally for their numerous guests. This place was the scene of great festivity during Monday. The band of music which went from Sheffield with the morning train, remained until afternoon, and was accompanied by a band from Penistone.

The portion of the rails on the Wortley contract, which were not laid down when the morning train passed, were completed, so that the train from Manchester, due at 12.26, passed over them. We understand that the Directors have now restored this contract to Messrs Crawshaw to be completed. It is satisfactory to learn that the opening has been unattended with any sort of accident and disaster, that the trains have kept their time well, and that the traffic has considerably exceeded the anticipations which had been formed. We hope that a very short time will be allowed to elapse before the Directors announce excursion trains. The having to walk from Dunford Bridge to Woodhead would be no objection, but rather a recommendation to hundreds who, if time were allowed, would greatly enjoy the stroll across the mountain to resume their seats in railway carriages on the other side.



A Sharp, Roberts 2-2-2 passenger locomotive built for the opening of the SA&M

Post Script :

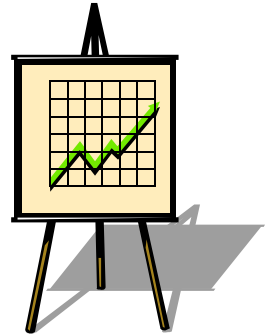
What a marvellous period piece! Apart from referring to Thurgoland Tunnel as 'The Outhwaite Tunnel' (presumably from a since outmoded place-name, Huthwaite Hall being just to the south) eyebrows may be raised by the line having been passed for opening before the stations were complete and even before some of the main line track had been laid! How passengers intending to join at intermediate stations were fared when "ticket boxes, stamping machines,....., &c, &c" were being delivered by the first train, together with the staff uniforms, can only be imagined.

The mind boggles at the thought of pleasure-seekers rushing to enjoy the high life in the fleshpots of Oughtibridge (!) but perhaps even more so at the suggestion that, in spite of the "bleak and wild" country, and "the fierce blasts which sweep over this elevated region" – and those of us who have experienced the vicious squalls which can descend without warning on those exposed moors will say "Amen" to that ! – excursionists would "greatly enjoy" the walk over Woodhead pending completion of the tunnel. I know they were a different breed then, but really...

Incidentally, in case anyone's wondering, the Glossop station referred to as having been "finished" in this account really is the Glossop we know today. Only the previous month, the Glossop branch had opened and the main line station originally known as 'Glossop' had been renamed Dinting.

Your Society needs you!

The Society raises funds by selling books, photos and other railway memorabilia donated to us for that purpose. These have been sold, not only at GCRS meetings, but also at other events eg at model railway exhibitions. Our current Sales Officer, John White, is looking for someone to take over this role. The person required needs to have plenty of energy and ideas. They need space for storing stock securely and have their own transport. They must be willing to travel to venues or arrange for someone else to cover for them. If you see yourself as that person or would like to know more, please contact John White (see contact details inside front cover).



Rails to Metro-land

The 2nd printing of this book is available for £12.95 post-free to GCRS members.

From Clive Foxell, 4 Meades Lane, Chesham, Bucks HP5 1ND

More photos of the GCR in Manchester from the Eddie Johnson Collection

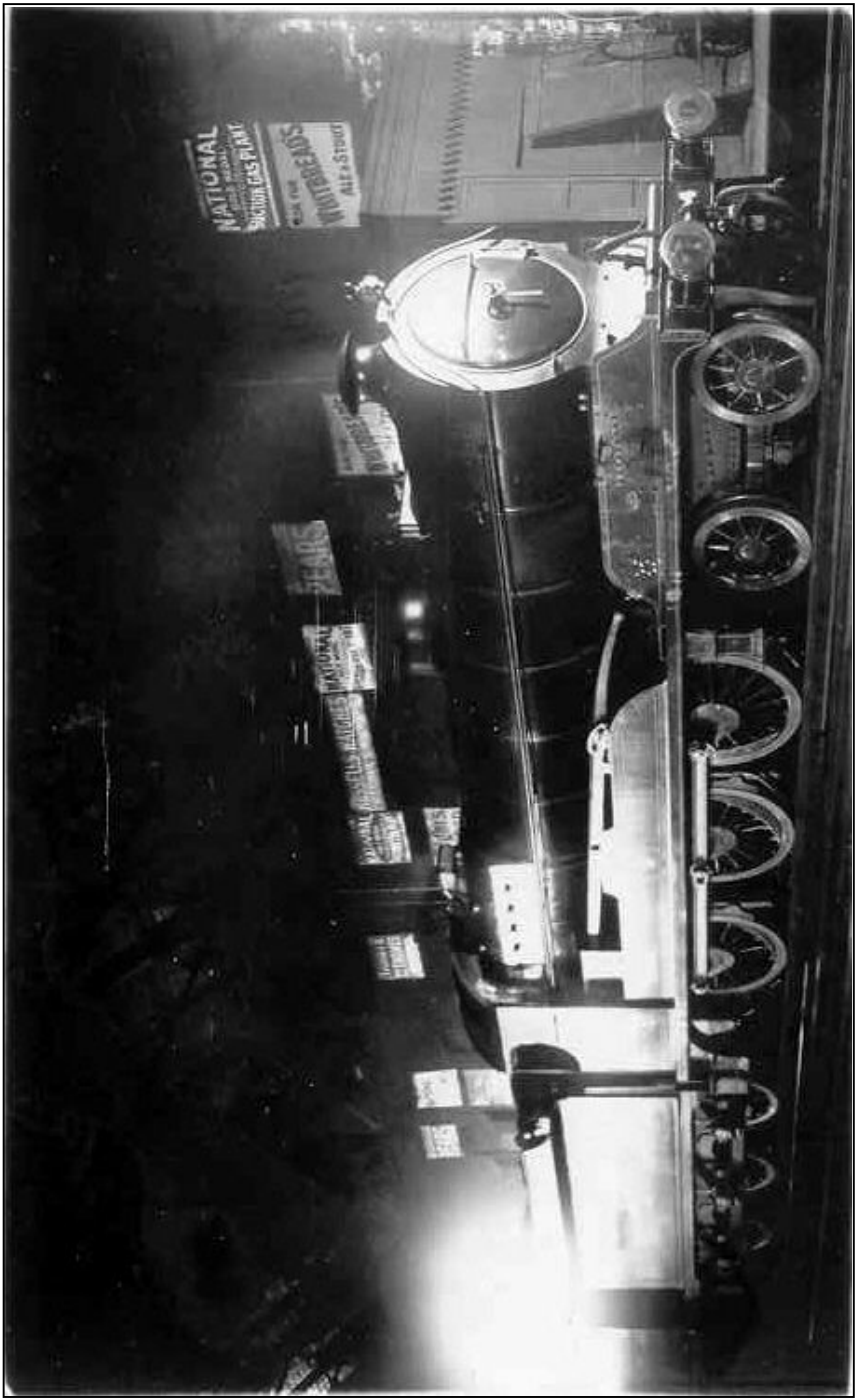
Photos are shown on pages 21-24.

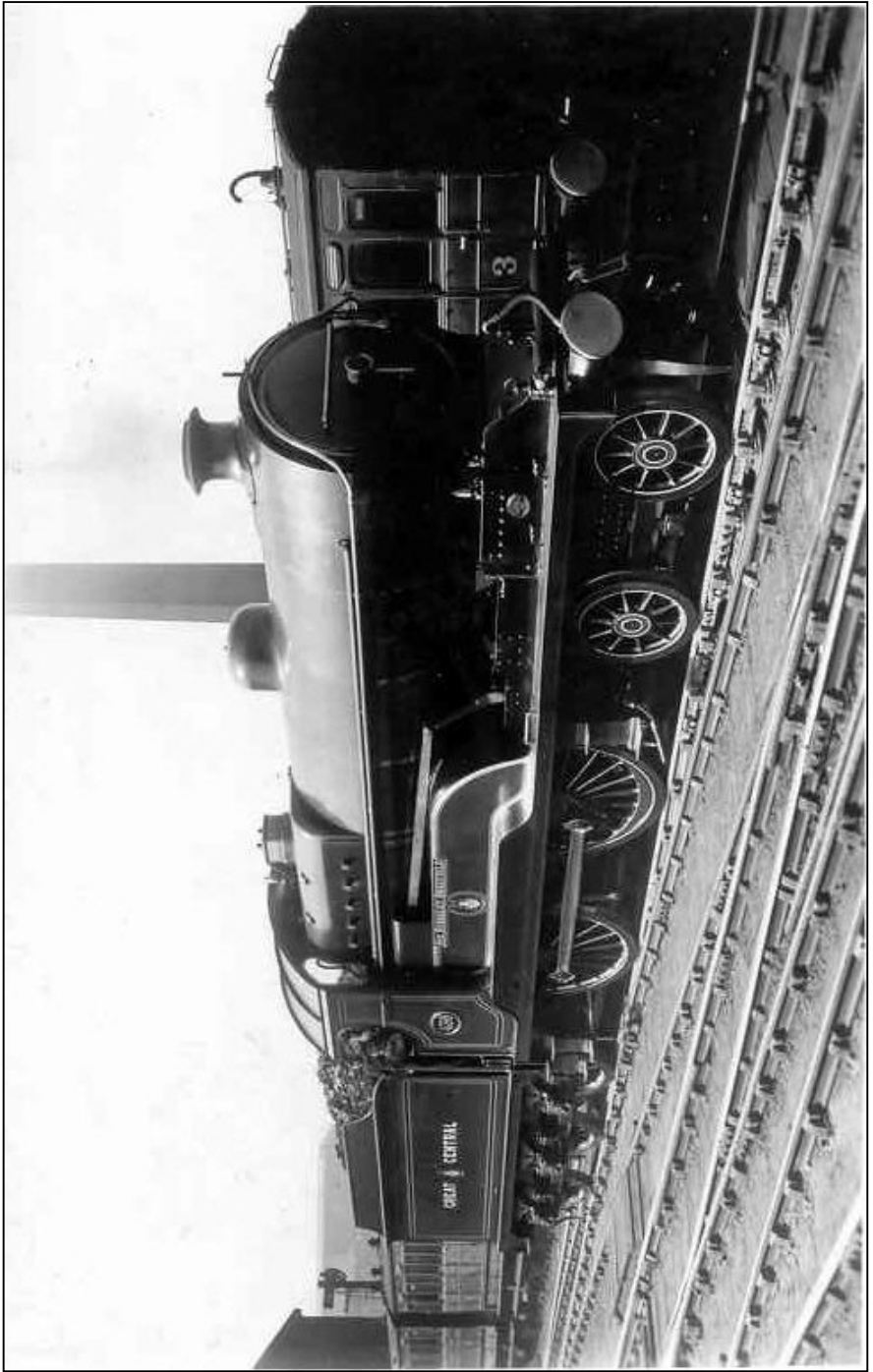
page 21 : Manchester London Road, no date. GCR class 1A no.4 Glenalmond stands in semi-darkness at the end of the company's platform "A" with a stopping train. 'Glenalmond' was the Scottish country home of the GCR's Chairman, Sir Alexander Henderson. The engine was completed at Gorton in June 1913 and was one of eleven 5ft.4in. engines - essentially a mixed traffic version of the earlier Class 1-the Sir Sam Fay 4-6-0s.

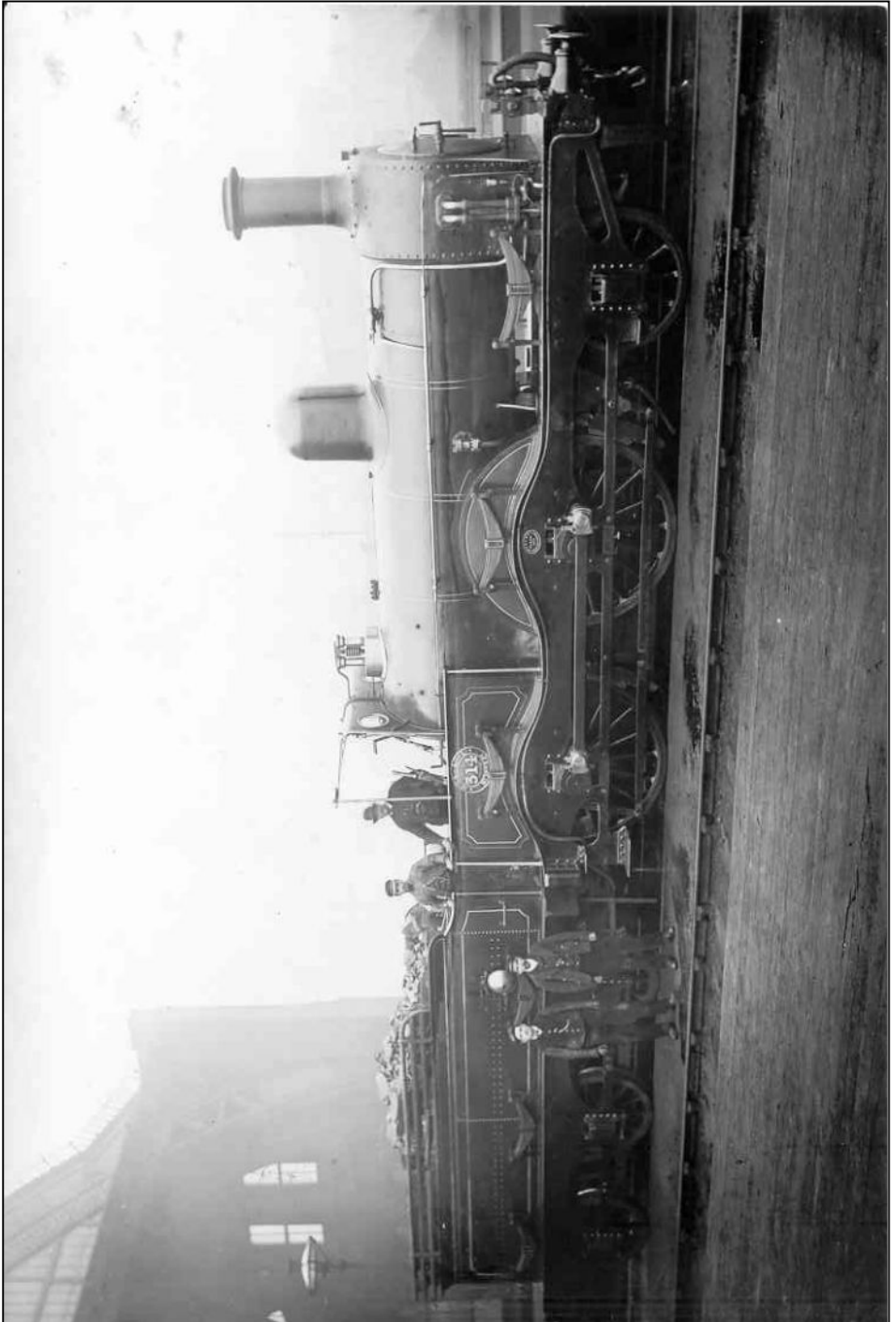
page 22 : Manchester London Road, c.1914. The Robinson 'Director' 4-4-0s, though not JGR's first essay in the genre, are generally accepted as his finest of the type. In this study by Huddersfield photographer P.F.Cooke, one of the first batch of 'Directors'- no.436 Sir Berkeley Sheffield has paused whilst reversing down to collect its train from platform "A". The three men seen in the cab are looking intently at the photographer. Cooke took many shots here and must have been well-known to loco crews. The engine is in almost original condition - note the later, longer reversing rod cover has been added. Looking absolutely immaculate in the beautiful dark green and crimson lake livery, all the metalwork is highly polished and is offset nicely by the black and white lining. What beauties these were!
P.F.Cooke

page 23 : Manchester Central, early 1880s. Charles Sacré's designs were noted for their elegant and handsome lines. No.314 was one of ten engines designated Class 12, She was built at Gorton in 1873 and had 6ft. 3in.coupled wheels. Ahrons records that these engines were the mainstay of MS&L express services from Manchester to Grimsby. Incidentally, an MS&L timetable for 1877 shows travelling times of between 4¾ and 5¾ for these journeys. At the end of December 1879, the year before the second and enlarged Manchester Central opened, no.314 was stationed at Cornbrook along with four others of the Class (311/315/316/319). The Manchester observer, Walter Laidlaw, recorded that the Class 12s were working Manchester-Liverpool trains in this period. Sacré's fine 2-4-0 is seen at Central in the condition in which it had been built: Brunswick green, lined out in black and white with very characteristic oval brass number and works plates. Outside frames of engine and tender were finished in reddish-brown. Notice the round alarm bell on the tender tan sides: this was an early form of emergency communication, the bell being rung by a pull from a cord leading from the coaches. The smokebox front carries wingplates - distinctive Sacré features removed in later years. To the smokebox side can be seen the twin ejector pipes of the Smith non-automatic vacuum brake of the period. No.314 was withdrawn in May 1916 as no.314B.

page 24 : Manchester Central, c.1899. Through a typical contemporary Manchester winter haze is this shot of a Sacré 2-2-2 no.115 and an unidentified Johnson Midland 4-4-0, both locomotives very typical of the sort of motive power extant in Manchester Central at the turn of the nineteenth century. Most interesting is the fact that, during the years 1859-64, S.W.Johnson had worked at Gorton under Sacré as his assistant. Johnson, who was in charge at Derby from 1876 to 1903, matured to become the foremost engineer artist of the nineteenth century. Sacré's no.115 was the last of 12 engines, having been re-numbered from 510 in 1893 which helps to date the photograph. The locomotive appears with a Parker stovepipe chimney and has the slotted splashers, a feature carried by all the engines as built, save for the first - no.399 (later no.104) which was brought into line later. Notice that the original oval brass numberplates have now gone, to be replaced instead with plain transfer lettering along with the "Great Central" designation. Neither engine or tender appears to carry any lining. Notice the original semaphore signalling in the station throat - power working was not introduced here until 1935.









Publicising the GCR Services on the GW&GC Joint

An Article from the Railway Magazine 1906

contributed by Brian W. Leslie

Readers of the Railway Magazine are well acquainted with the many persevering efforts made by the Great Central Railway to reach the Metropolis and to obtain a suburban traffic. The former of these ambitions fructified in March, 1899, and seven years later, or, to be exact, April 2nd, 1906, marked the inauguration of the London suburban traffic of the Great Central Railway. The article in the April issue of the Railway Magazine shows that the line passes through some of the most picturesque and historical parts of Middlesex and Buckinghamshire. Mr. S. Fay, the general manager, lost no time in taking steps to bring the advantages of the district opened up by the new line before the public. The method of advertising adopted by the Great Central Railway is distinctly good. An attractive folder was issued showing train services, season ticket rates, and a well written description of the country in connection with the new line.

The county of Milton, Burke, Beaconsfield, Hampden, and other Englishmen of historical memory cannot fail to be of great interest, whilst the district of beautiful woodlands, hills and valleys, provides a charm that all town dwellers and town workers must appreciate. For the daily traveller an original form of pocket time table was supplied and referred to in our issue of last month. Perhaps the most important, and certainly the most attractive, method of drawing attention to the country served by the new line is the appearance, at the stations on the Great Central Railway and on the public hoardings, of the exceedingly artistic coloured poster which we here reproduce. The colour scheme provides a feast for the eyes, and save that the word 'railway' might have been used instead of 'company', the letterpress is well chosen and displayed, whilst the realistic sketch of a picturesque Bucks cottage gives the poster a power of attraction not commonly met with. That this enterprising method of advertising is the right way to obtain traffic is shown by the fact the Great Central Railway trains to the district are being well patronised.

LIVE IN THE COUNTRY

Commencing **APRIL 2nd**

THE GREAT CENTRAL COMPANY
have arranged a **SERVICE OF SUBURBAN TRAINS** to serve **THE PICTURESQUE DISTRICT** lying between **HARROW, BEACONSFIELD, HIGH WYCOMBE, RICKMANSWORTH & AYLESBURY.**

FULL PARTICULARS OF TRAIN SERVICES & SEASON TICKET RATES MAY BE OBTAINED ON APPLICATION AT MARYLEBONE STATION OR ANY OF THE COMPANY'S TOWN OFFICES AND AGENCIES.

SAM FAY, GENERAL MANAGER.

NEW SUBURBAN TRAIN SERVICE

Some reflections on the GW&GC Joint Centenary Celebrations

by Brian W. Leslie

Special trains, operated by Chiltern Railways, ran between Marylebone and High Wycombe on 1st and 2nd April 2006 to mark the Centenary of the opening of the GW&GC Joint line. The motive power was Jubilee 4-6-0 no.5690 Leander and Stanier 8F 2-8-0 no.48151. The method of working was head-and-tail with 5690 leading and 48151 at the rear when working from Marylebone and the other way round when returning from High Wycombe. There were three return workings each day, starting and finishing at Marylebone. Both locos were last minute replacements for Hall class 4-6-0s no.4953 Pitchford Hall and no.4965 Rood Ashton Hall, as these were discovered to be out-of-gauge for running into Marylebone!

Some people were in period costume and at Gerrards Cross there was a car dating from 1906 standing on the up platform. I was involved in the production of a booklet *The Centenary of the GW&GC Joint Line at Beaconsfield* published by the Beaconsfield Historical Society. A brass plaque has been affixed to the wall inside the up-side waiting room at Beaconsfield to commemorate the opening of the GW&GC Joint line on 2nd April 1906.

Local Suburban Services through the years

The first passenger train over the GW&GC Joint on 2nd April 1906 was class 9K 4-4-2T no.359. For outer GC suburban services, the 9Ks were replaced by the slightly larger 9L 4-4-2Ts and they in turn by GCR class 9N 4-6-2Ts. These locos (later as LNER/BR class A5) operated services for 40 years until replaced by more modern steam locomotives in the 1950s. The service was fully dieselised by June 1962

The GWR suburban services from Paddington were first handled by the 3600 class 2-4-2Ts and joined later by the new 2221 class 4-4-2Ts. All were withdrawn, however, by 1935. In 1931 the 6100 class 2-6-2Ts appeared on suburban services and remained for about 35 years until the mid 1960s.



LNER class A5 no.5046 approaches Ruislip & Ickenham with a suburban service for Marylebone.

The North Lindsey Light Railway

A look at the formation of this line

by Bryan Longbone

A brief account of the formative period, in particular, of what became the North Lindsey Light Railway, can elaborate to some degree the final phases of railway development as an attempt at mass transport. And like similar transitions they were seeded in the Edwardian period with the post-Great War world beginning the Twentieth Century proper. But there were some precursors, local and elsewhere. The former was the proposed Frodingham & Humber Wharf Railway of the early 1880s. This was a paper proposal only by Rowland Winn, the largest local landowner, he who kicked started the line into existence, and who vastly benefited financially from acres of iron ore on his properties. By this period he, through his ironstone mining offshoot, was having some disagreements with the MS&LR in terms of rates for the ironstone transported out of the area. In other words, given his situation, he was looking for cheaper alternatives. The one of relevance here was this F&HWR, being a line proceeding northwards from the main line near North Lincoln Junction up to the Humber bank at Winteringham Haven. The route proposed was, but for this southern portion, that of the NLLR put down some 20 or so years later. Nothing came of this, the rather obvious point being that it was a bargaining tool with the MS&LR, as well as possibly with the GNR and GER who were looking to come off their patches to the Frodingham area. This first idea then dies its natural death, disappearing with the original intent bearing fruit.

The bigger picture is outside these shores. Light Railways, or whatever name was given to them, had a pedigree before springing forth after the 1896 Light Railway Act. In Europe, countries such as Belgium, France, Austria, Prussia etc, developed in differing ways the use of a smaller-than-standard rail for communities not easily accessible by main line versions, or where the financial return was so marginal as to preclude this larger version, but with a local need, which was invariably agricultural. The nub of this enduring problem was the long haul/high tonnage versus the short haul/small tonnage argument. It surfaced over in the USA with the Granger Movement of mid-west farmers feeling let down by the Big Boys of the time and from which eventually rate reductions etc with the Interstate Commerce Commission being set up to promote fair and equitable transport for all. Nice sounding but it did not work in the long run. Over in Ireland, the British government eventually released (some) funding for relief of the Distressed Areas, principally of the west and south-west of the country. Here the very severe ravages of the Famine had laid an enduring impact on the landscape to be seen even today. One such proposed venture was to fund the local landowners (still mainly Anglo-Irish) with direct grants from the British government - what became termed Baronial Railway Lines, were parsimoniously laid down. Much later these became the many versions of the Irish Narrow Gauge.

Back home, the farmers were grumbling over the enduring problems mentioned above. Imports in big lots, and hence cheaper to run on the rail, versus the farmers solo efforts to gain rate reductions from their local lines. In essence, the argument comes down to not giving undue preference to any one customer of the railway. Free market, the Manchester Model, *laissez-faire* and other such economic policies that have become a curse to much of the world's folk. Or, where there are greater returns, one cannot satisfy all people all of the time. But, like today, the farmers had friends in high places and the Light Railways Act of 1896 came into the countryside. All of which seems a strange introduction to an ironstone mining railway with an integrated iron and steel works a few miles along it soon after opening. Everything in context, though, which is why we will start with what became the Axholme Joint Railway on the other side of the River Trent. This was the first to become an actuality in North Lincolnshire. Promoted very soon after the passing of the 1896 Act, by the agricultural community of the Axholme area and the Goole Farmers Club, with others. Now it is not many miles away from this locale to the active areas of railway development in the light railway field of our leading light, one Sebastian William Meyer. Whereby he was soon contacted after the locals in Axholme got themselves organized, to contract to construct the two lines making up the AJR. This approach was to one of two organizations utilized by Meyer and his partners, initially the Yorkshire District Light Railway Syndicate, which seemed to disappear from public view, followed by the Leeds Contract Company. Both had the same offices on Bond Street, Leeds. Meyer got the contract, or

more accurately, the two concerns mentioned above. He was paid in Ordinary Shares in the two Light Railways being built in the Isle of Axholme. Remember this point!!!

One additional detail bearing on our main subject is the presence of two words tagged on to the list of merchandise, articles, etc. allowed to be carried on the Goole & Marshland Railway (the northern of these two initial light railways), these being IRON ORE. And this was for a line running off the Goole-Doncaster line at Marshland Jct. along to Reedness Jct. where it split to go south and this relevant bit to Fockerby, a mile or so off the Trent river, up a hill, round the bend towards Whitton and hit the northern outlet of the North Lindsey Light Railway at Winteringham on the Humber bank. The NLLR was not in this advanced state as was the Isle of Axholme Light Railway. A side detail is allowed here, in order to look at the bigger picture in the areas of South and West Yorkshire and North Lincolnshire. Wherein the former the coalfields were getting nearer as regards opening out to the ports on the Humber estuary, plus, and a very large plus, to the coal consuming iron and steel industry of the Frodingham area. Also it was known that the GCR was extending its monopoly in North Lincolnshire with the probability of a new dock at Immingham, with possibilities of traffics new and an awful lot of tonnage.



The station at Winteringham was one of the northern destinations of the NLLR.

Mike Hartley Collection

On the more local Frodingham level, (Sir) Berkeley Sheffield became of age at this time, and after a short sojourn in the army (Paris, Foreign Office!), he returned to his acres in order to realize his estate, in the sense that it had been known for 30 or so years that an awful lot of ore was on his local Normanby estate. His father was not in a position to progress further with this and Berkeley's mother's sister was the wife of Rowland Winn. This latter personage had his own very big local fish to fry, so priorities arose over who obtained the first fruits. Metaphors apart, who knew who, or as David Jackson was often quoted as saying "ing in each other's pockets". The sub-text at Normanby Hall was that Sir B. was very actively promoting the advantages of placing an integrated iron and steel set-up on his land to J. Lysaghts, a steelmaker of Newport and Bristol. In this he was successful but one needs a rail connection for this and also to export away from this estate all the lovely brown stuff. Eventually, one gets to the North Lindsey Light Railway itself. Initially a private company which had taken over the purely local concerns expressed at first in the Frodingham area with Sir B. at the head, along with George Dove, iron merchant of Barnsley (formerly of Redbourn Hill Coal & Iron Co. at Frodingham), a couple of Sir B.'s dependables and Sebastian William Meyer with his crew. The Bond Street organization included James Close, Walter Dodgson, a solicitor of Leeds and others. But looking further behind this scene, an extra facet still requires to be examined, in that

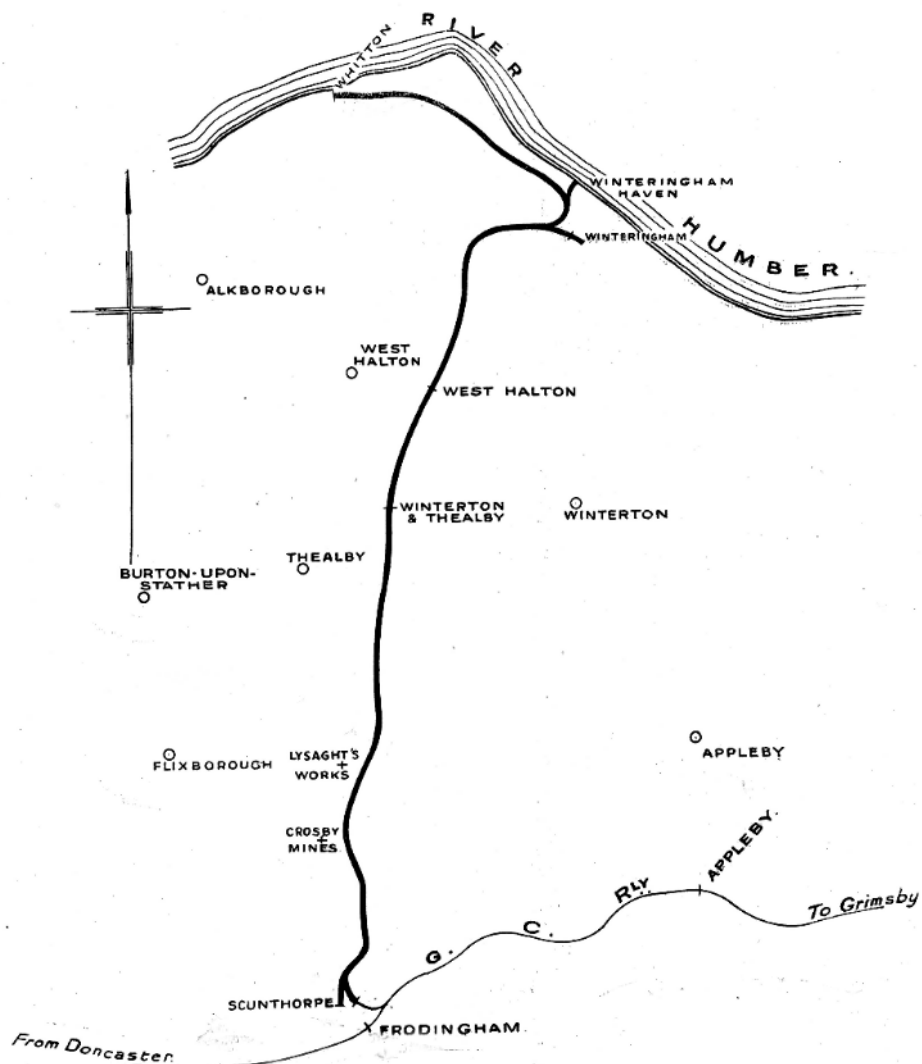
Meyer and his wife (daughter of a Hull & Barnsley Railway senior official) were active Quakers in York where Meyer lived and had his base. He was active in local politics, a philanthropist and had other businesses (a water company, a dairy out Northallerton way). He became Lord Mayor of York in 1906. On examining the Quaker records at York Library the author noted the very strong presence of 'friends' on the NLLR at this time also. I am continuing to research this aspect of Meyer, as regards to the possibilities of funding his ventures, but I am not finding it easy. Suffice to say, payment for work done constructing the NLLR by Meyer et al was in Ordinary Shares in the NLLR, issued by the Board of the NLLR of which he, and his brother Phillip, were directors. In company law it is the Ordinary Share holders ONLY that can vote at AGMs as to the policy of their company. One can easily see the direction this is going. An obvious parallel is the extent of the shareholdings of the MSLR/GCR ordinary shares held by Alexander Henderson and his chums, as this railway had relatively few issued ordinary shares anyway.



The view looking north at Crosby Mines with the signal box on the right. The Midland Ironstone Co. loco is shunting loaded ore wagons. Date : 8 March 1961.
Photo : Roy Gamston

Rather bluntly, and speeding this narrative along, the combined Goole & Marshland and Isle of Axholme Light Railways were soon purchased by the NER/L&YR, becoming the Axholme Joint Railway. The L&YR was considering possibilities at the end of the wee branch at Fockerby with Meyer dangling carrots along this direction (he with the ordinary shares!). It must be emphasized also that with Immingham on the near horizon, promotion of light railways from Ackworth and other places was occurring simultaneously, by whom, has not been teased out to the author's satisfaction yet. A clue, though, is the location of Brackenhill on one version of the Ackworth to Immingham scheme; Meyer's house at this time was called 'Brackenhill'. But to return to specifics. The initial construction of the NLLR was with a single line, being prior to the agreement of Lysaghts with Sir B. regarding the iron and steel works. At the southern end of the line, much ore mining was on-going and a pathway had to be found through such. The important point being that, wherever possible, as little ore-bearing land was used for the railway itself. In other words, the maximum cash return from the land. This was a principle adopted all along the line up to the known limits of iron - bearing land. With the announcement of the construction of these iron and steel works some few miles north of Scunthorpe, coupled with the extraction of ore and its delivery via the NLLR to the outside world, it became apparent that a doubling of track was essential. Prior to any actual official opening for traffic, goods

NORTH LINDSEY LIGHT RAILWAYS



or passenger, 40,000 tons of ore had been shifted along its newly laid track onto the main line. Materials would be required for the construction of these works on top of normal traffics. From about 1909 on, this doubling process was carried forward, funded by cash from the GCR to enable the NLLR to issue loan stock, the proceeds of which to construct and expand the system, the GCR receiving 60% of the returns for such benevolence.

At which point we will return to the L&YR. It was known that Sir B. and Meyer were canvassing this railway (at Fockerby on the AJR) as to the possibility of extending this branch to connect up with the northern section of, at this time, the independent NLLR. On top of this, the L&YR were seriously considering developing Winteringham Haven as a new port to replace a choked-up Goole (by silt in the river, that is). To this end they had purchased 150 acres of land around the Haven. Dixon Davies, the GCR solicitor, realized the implications for the GCR's local and lucrative monopoly and recommended the GCR board to act quickly. The upshot being the arrangement whereby the GCR ran the NLLR, funded its expansion etc. for 60% of the working receipts - GCR in all but name, and lots of lovely tonnage on top of the wider workings. The GCR had two directors on the board of the NLLR, these two having to purchase a quota of NLLR ordinary shares (or was this done for them by the GCR itself?). Returning to the raising of money for expansion of this little system, reference has been made to loan stock. Debentures were regularly issued, renewed at intervals, with the percentage return around 4% until the Great War when 6% or so was afforded. One instance requires mentioning, in that a widow living on Tyneside took up £5,000 worth of Debentures early on. That would be ¼ to ½ million pounds or so in today's money. Quite a wealthy widow! There were many other holders out there bunched around Tyneside, Carlisle, and Leeds (Quaker friends?).



A passenger service at Whitton with GCR class 9F 0-6-2T no.744.

Mike Hartley Collection

The line opened for passenger traffic as far as Thealby in 1906, with extensions to this service up to Winteringham and Whitton when such lines were constructed. Bulk materials were shipped out/in at the Haven Pier but never in large quantities. As local consumption of iron ore progressively increased, the opening out of further ore fields alongside the NLLR proceeded similarly. The Great War added further impetus to this, with a general all-round development of these ore fields as the local iron and steel industries rationalized and increased output considerably over time. In other words, more tonnage of coal, iron ore, pig iron, steels of all grades and shapes, refractories, stores and sundries and not to forget the empties also were carried. The works of J. Lysaghts was initially set-up for the

production of 250,000 tons of steel bar for the South Wales tin trade. So, this would require about 1/2 million tons of coal as inward movement from South Yorkshire along with a smaller tonnage of galli ore (for steelmaking) from Sweden via Grimsby/Immingham, and this was for starters. Production increased at these works with accompanying volumes/tonnage increases.

The other works in Scunthorpe tapped into these acres of ore using the NLLR as a conduit, with at least one train daily going to the Sheepbridge/Staveley area. By the 1950s/60s the NLLR was an extensively operated mineral and goods railway with Normanby Park Goods Station (the iron and steel works) witnessing well over one million tons and much, much more with time. One main feature of note remains to be returned to. The quid pro quo of the GCR working the NLLR was the extension of this line from Winteringham to Barton-on-Humber (the GCR's Grand Design for North Lincolnshire peeping out here - all points leading to the Kings Dock). From about 1910 the land was purchased along this proposed riverbank route, through South Ferriby, at quite considerable expense, ultimately to the GCR. It was pegged out and waiting. It was still waiting during the LNER's tenure until the ghost was given up about 1934 when the LNER abandoned all possibility of the line's construction. This was much to the dismay of local councils, who were suffering from unemployment ravages. The three-times-day passenger service also expired during 1925. It had been reduced to twice-a-day just before the end. A local omnibus operator began working village to village services about 1921 driven by an ex-army man who learnt to drive during the conflict, with an ex-army chassis and a DIY body. The passenger service, though, had been a sop to the prospective local shareholders - "if you invest, we will put on a passenger service".

Meyer remained on the NLLR's board throughout the GCR period along with Sir B., except when the latter became involved as the local MP (Unionist). Sebastian's brother, Phillip, was for some years the secretary of the NLLR, but the GCR insisted he be given the heave-ho, as on one occasion he had failed to provide the necessary financial and other details required by company law. A descendant has been quoted as saying he was not very bright as a person. He was, of course, Sebastian's placement on the Board. For the remaining years, up to the cessation of local iron ore usage at Scunthorpe coming off the NLLR about 1974, and the closure of the works of British Steel at Normanby Park, endless goods trains ran up and down this Light Railway - which obviously it wasn't. The Light Railway Act of 1896 was used by Sebastian Meyer in this and the Axholme Joint Line instant as a business venture within the railway politics of North Lincolnshire, playing off one company against another, with Light Railways as bait. And remember those Ordinary Shares - gaining control as well as income.

Today it is one of those big holes in the ground up the present NLLR (what is remaining) that is receiving Manchester's rubbish three times a day, and with say 1200-1400 tonnes per train there is a lot of it. Where there's muck ... the point is whose land is this Roxby gullet on and who is paying whom? For the remaining NLLR the future seems bright, for the Flixborough Branch is still in use to the chemical works and the Trent.

Some thoughts on Aylesbury services over the years

by David Wrottesley

I have just returned from an Easter weekend away. We stayed at the Holiday Inn in Aylesbury. We visited Stowe Gardens, Waddesdon Manor and the ex GWR 'Chinnor Railway'. I had explained previously to my wife, that withdrawal of train services north of Aylesbury to Sheffield etc, had affected the economy of the town. It had not only lost its long distance express and local services to the north, but also its best non-stop services to and from London. My wife, born in Sheffield, recalled that her father much preferred the journey to Marylebone rather than to St Pancras.

During the course of the road journey from Stowe to Aylesbury, approaching Winslow, I was recalling that 16 years ago, 'Christmas Shopper' specials were run over ex Met&GCR Joint, GCR and LNWR tracks from Aylesbury to Milton Keynes and return, calling at Winslow. I then noticed a newspaper placard in Winslow High Street, 'Possibility of new rail link'. This was referring to Chiltern Railways plans for a service to start at a new Parkway station, 3 miles north of Aylesbury, with possibly an

extension to Milton Keynes via Quanton Road. Another proposal was to run a service from Princes Risborough to Oxford via Thames or Bicester.

On arrival at our hotel at Aylesbury, the welcome leaflet said that Aylesbury had a good train service that took 30 minutes to get to London. They were obviously confused by the every 30 minutes off peak service to London. In consequence of this incorrect information, I have been thinking about the history of Aylesbury fast services to and from London Marylebone/Baker Street/Liverpool Street provided by the GCR, Metropolitan, LNER, BR, and now by Chiltern Railways.

I was recalling my very early BR(ER) timetabling days at the Line Traffic Manager's office at Kings Cross in February 1958. In those days BR(ER) staff not only timed trains on lines from Kings Cross and Liverpool Street, but also those from Marylebone. This was before transfer to the LMR in late 1958. One of my first tasks as a junior clerk was to plot on daily blank graphs the timings of special BR services and consequential alterations to other trains. The graphs were from Marylebone to Harrow on the Hill (the ER/LT boundary), and Neasden to Northolt Junction (the ER WR boundary). I remember looking at the charts for Cup Final day in 1958. In addition to specials to Wembley Hill, a special shuttle service had to be plotted that ran from Marylebone to the original Wembley Stadium station, which was on a single track loop. The planning and timing had been done by more senior staff than myself. I think the second graph was from the WR/ER boundary at Ashendon Jct., and from LT/WR-ER boundary at Aylesbury South Jct. to Rugby. I was confused, as there only appeared to be eight trains that were proper ex-GC line express trains in the working timetable to the north. I was also confused as to why some went via, but not always calling at High Wycombe, and others went via Aylesbury, always calling there, some of which also called at Harrow.

I had previously been distracted/impressed by the sight of a class A3 on the 3.20pm ex-Marylebone at Wembley Park. I was trying to play schoolboy cricket on the adjacent ground. I remember quite clearly failing to field correctly the ball aimed in my direction. This, as the "Sheffield Special" swept majestically round the back of Wembley Park station. It was latter explained to me at Kings Cross, that the timing and pathing of the the few long distance GC line express trains over both Met/GC and GWR/GC



joint line tracks had been very difficult, complicated and highly controversial. For every single timetable, there had been General Manager interest at the highest level in the detail. In "Dow - Vol 2" page 305 it mentions that the General Manager of the Met. Rly, in Quanton Road signal box at 3am on the opening day of the GC London Extension in 1898, refused the early running of a previously agreed GCR freight train. All sorts of additional timing meetings took place over the years, to try and resolve the problems between the GCR/LNER/ER, the MetRly/LT. The ex-GNR/ECML from Kings Cross, despite having only two tracks through Hadley Wood and across Welwyn viaduct, was relatively free from such difficulties!

I discovered later, that these problems had been associated with the MSL/GCR aspirations to run from Manchester to a Channel Tunnel over the two Metropolitan railway tracks via Quanton Road and Baker Street. In 1899, eleven GCR trains were eventually agreed with the MetRly to run over its tracks to Marylebone. Seven were expresses. It was because of these timing/pathing problems of GCR trains via Aylesbury over the Metropolitan that the GCR joined the GWR in building the joint line which allowed GC trains to avoid the Grendon Underwood Jct - Neasden Jct section of the Metropolitan. In addition, the original widening was only from Finchley Road to Wembley Park, and not to Harrow.

I heard in 1958 that the ex-LNER/ER long distance trains and the outer suburban trains from

Marylebone, routed to run via or non-stop to Aylesbury, were still restricted by only two Metropolitan line tracks from Harrow to Moor Park. In addition, delays were caused by LT/BR engine changing and the sharp curves at Rickmansworth. Finally, there were only two tracks on the challenging steady gradients over the Chilterns. This when the timings of regular and important LT express trains from Liverpool Street/Baker Street to Watford/Chesham/Aylesbury were involved and had to be agreed. This was especially so when the Metropolitan service frequency to Aylesbury had been increased from hourly to every 30 minutes in 1945. Despite the fact that engine changing was planned to be achieved in 3 minutes at Rickmansworth, this meant considerable complication and difficulties for ER timers of both long distance and suburban trains into Marylebone. These complications affected not only BR/ER/WR staff at Kings Cross and Paddington, but also for LT timetable staff at St James Park, who were timing and pathing Metropolitan Line trains and Bakerloo Line trains as well. It was the down afternoon/evening peak, as always with timetable planning, that caused all the real trouble between the three timing offices, with 3 long distance trains in particular.

1. - The 3.20pm to Sheffield/Leeds or Manchester, which was Sheffield's last non-stop service from London, had apparently run at that time since 1903.
2. - The 4.50pm to Bradford that became the "South Yorkshireman" in 1948. It made its first stop at Aylesbury at 5.46pm. It was followed by the 5pm to Woodford Halse, 5.08pm to Aylesbury, 5.24pm to Quainton Road, stopping at Aylesbury at 6.09pm, 6.31pm and 6.44pm respectively.
3. - The 6.15pm or 6.20pm to Manchester, originally at 5.40pm, which became "The Master Cutler" in 1947. In 1906, it had been one of the very first to be retimed and diverted via High Wycombe, when the GWR&GCR Joint was built. I think it had been controversially put back via Aylesbury in 1923, at the grouping, by the LNER. This was because of the 4 mile extra mileage. In 1958, this train was back via High Wycombe with first stop Rugby. It was immediately following the 6.12pm to Woodford Halse with a first stop at Aylesbury at 7.28pm.

It will be recalled that the Metropolitan introduced, in 1910, sophisticated suburban trains, one with a Pullman car from Liverpool Street to Aylesbury/Verney Jct. This was to compete for 1st class passengers to the outer areas, who had found improved GCR carriages on both suburban stock and on the long distance GCR trains that called at Aylesbury. I have a picture postcard dated 1915 with the caption 'Metropolitan Railway - Aylesbury train'. It is hauled by a 1906 original electric loco, hauling a milk van and 5 bogie suburban carriages. A Pullman vehicle is between the 2nd and 3rd passenger vehicles. Running alongside (or overtaking!) on the GC down track is a GCR class 9K 4-4-2T on a suburban train. The location, I recognise from a similar photo, is between Kilburn and Willesden Green in 4 track days, when the Met Railway electric/steam engine change took place at Harrow, not Rickmansworth. I have also seen another photo (from the 1930s?) which shows the Metropolitan down Pullman in LNER days hauled by a more modern electric loco 'racing' a down Manchester express hauled by class B17 4-6-0 no.2816 near Northwick Park. The milk van is no longer conveyed by the Pullman. Was this the period when the Metropolitan Pullman and 6.15pm Manchester 'fought' for a suitable path north of Harrow?

Further bits of information I would like to know are.

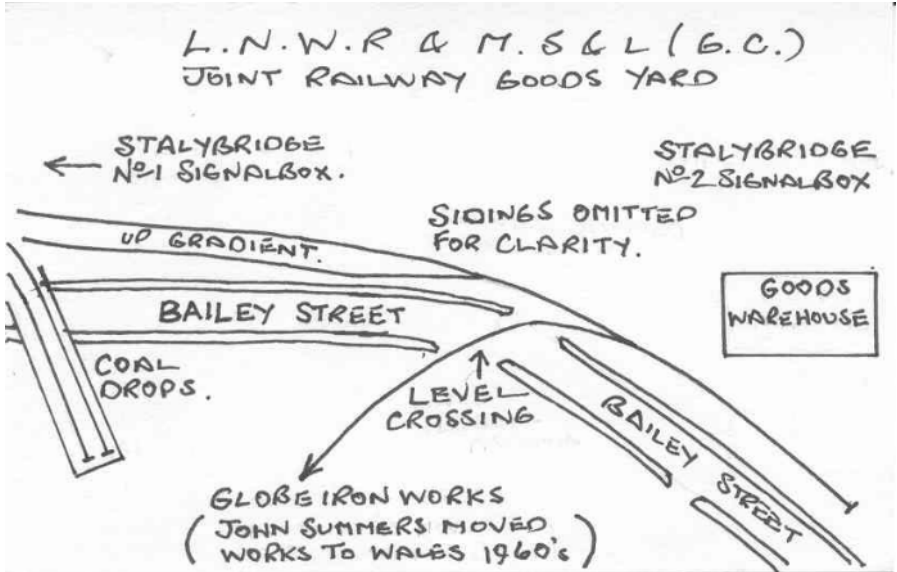
- 1) The Metropolitan ran two trains with Pullman cars included, one to Chesham and one to Aylesbury. They ran until 1939. What time did they leave Liverpool Street/Baker Street over the years? What were the times at Harrow and what were the calling points after Harrow?
- 2) Did Metropolitan Pullmans ever run all the way to Verney Jct prior to 1936?
- 3) Did Metropolitan trains ever run non-stop from Harrow to Aylesbury, or did they always call all stations north of Rickmansworth?
- 4) In the morning, what time did the Metropolitan Up Pullman train leave Verney Jct/Aylesbury, and which Up GCR/LNER train was it competing with?

I note that now some down evening peak Chiltern trains make a first stop at Great Missenden. Is it possible that Aylesbury will eventually get back its non-stop services to and from Marylebone via Amersham, which have to be agreed over LT tracks?

Globe Iron Works, Stalybridge

photos submitted by Roy Harrison

John Summers Globe Iron Works on Bailey Street, Stalybridge, had their own internal railway system diminutive 0-6-0ST that worked the system was called Mack. This sequence of shots showing Mack leaving the works and crossing Bailey Street was taken by my father, Eric Harrison, in the 1950s.



The train is approaching the Bailey Street crossing from the works. In the background can be seen the coal drops, also served via the Joint Goods Yard.



The train crew pose for the cameraman before opening the gates on Bailey Street. The Joint Goods Yard can be seen on the other side of the crossing. At a higher level is the main line with Stalybridge N^o 2 signal box (L&NWR) visible on the right.



With the gates closed to road traffic, Mack trundles across Bailey Street towards the Joint Goods Yard. Note the Morris Minor estate in the centre of the road.

The Don Valley Project

The following information is reprinted from a leaflet produced by the Don Valley Railway. There is also a web-site at www.donvalleyrailway.org.

About The Project

Born in the Autumn of 2003 when a local man (Mr David Goodison) brought together a like-minded group of people who wished to see the local branch railway line brought into full use to provide passenger services to and from Sheffield. This will provide a swift clean alternative to the present situation - travelling by road, which is time consuming and frustrating, especially at peak times, due to ever increasing volumes of traffic. The project has come a long way, and is now recognised as the preferred option for re-opening the line to commuter services.

A "not for profit" company, limited by guarantee, and a registered charity, the Don Valley Railway Project will see:

- * The re-opening of passenger services on the branch line, under a Heritage rail scheme.
- * The running of Steam traction, especially at weekends and during Public Holidays.
- * The provision of park and ride facilities wherever possible along the line.
- * The establishment, in conjunction with others, of a living museum in the valley.
- * Engineering Workshops at Deepcar providing training opportunities to young people.
- * Re-opening of stations/halts at Stocksbridge, Deepcar, Wharnccliffe Side, Oughtibridge, and Wadsley Bridge, with the possibility of new stations for the Ski Village and Sheffield.

Our aims are also to:

- * Provide meaningful employment and investment in the railway corridor.
- * Open up, as a tourism magnet, the natural beauty of the countryside along the corridor.
- * Aid regeneration of the valley through an influx of tourists.
- * Take pressure off the heavily congested, inadequate road links into Sheffield.
- * Provide a long lasting community asset through a well-managed, not for profit company, that has attracted charitable status, and will boost the local economy.

The project has clear definition and the support of local bodies and, more importantly, of Sheffield City Council, the South Yorkshire Passenger Transport Executive and Yorkshire Forward. The project will succeed and another part of railway history will again be functioning as it should be.

About the line:

The section of line that is of interest to us is part of the old Woodhead line, now single track but still in use, running from Deepcar to Sheffield and beyond. It passes from Deepcar to Wharnccliffe Side, Oughtibridge, Wadsley Bridge, and into Sheffield through what was Sheffield Victoria Station. The line is used at present by Corus UK who transport steel to and from the Stocksbridge Works at Deepcar. We wish to see the introduction of DMU stock onto the line to provide a much needed commuter service for Stockbridge and Deepcar and the communities along the route. We will also run steam locos at weekends and during public holidays and intend to have full workshop facilities at Deepcar. The stations will be made functional, with park and ride facilities where possible; the ultimate plan being to restore to original as much of the railway infrastructure as possible. We are considering the site of the Sheffield Terminus. A number of options exist, our priority being to ensure easy access to both the City Centre and Meadowhall.



DON VALLEY RAILWAY

A Review of the Immingham 100 Event

by Ken Grainger

As publicised in last issue of Forward, the Centenary of the Cutting of the First Sod, marking the commencement of the construction of Immingham Dock, was commemorated over the weekend July 1st and 2nd by a special exhibition at Immingham Museum within the town's Community Centre, primarily organised by Mike Fish and opened by his fellow GCRS Vice President Andrew Dow.

Immingham Museum always has a pronounced Great Central flavour anyway, but even more so for this



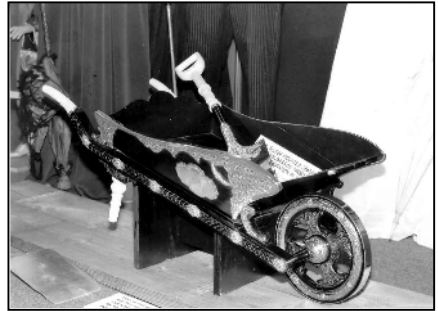
occasion. Numerous exquisite models of Great Central and LNER locomotives and rolling stock were on display, and in one corner local railway artist John Willerton had set up a gallery, the centre-piece of which was his portrait of Class 8E Compound Atlantic no.364 Lady Henderson, which he had donated as first prize in the raffle.

However, with no slight intended to anyone, the event was dominated by three particular exhibits. Standing at the front of the Community Centre (and contrasting with the adjacent glider) the NRM's replica of Stephenson's Rocket had made a diversion on her way back to York.

Then there was the ceremonial barrow and spade used by Lady Henderson for the Cutting of the First Sod. The barrow is of ebony with beautifully elaborate silver mounts, and with ivory handles and legs to match the shaft

of the spade, with its engraved silver blade. And then there was the breathtaking display of priceless Great Central locomotive nameplates and builders plates, from Mike Fish's collection generously reinforced with contributions by Ron White and Andrew Dow.

The exhibition was complemented by periodic coach trips around Immingham, an absolute snip at £1 per head. Commentators pointed out some of the town's highlights, such as the surviving corrugated iron bungalows first erected to house the foremen supervising the construction of the dock, or surprisingly intact reminders of the long-lost Grimsby and Immingham Tramway. Excursionists were



then treated to a tour of the dock itself, normally off-limits to the general public. In this burgeoning success story, at every turn up-to-the minute developments vied for attention with reminders that it was Great Central far-sightedness which gave rise to all this, such as the original dock offices, and the place at which Sir Sam Fay had knelt before his king to receive his knighthood. That, of course, was at the opening of the dock in July 1912. Won't it be wonderful if in six years time another occasion as glittering as this can be organised to mark the centenary of that event ?



A Neasden Apprenticeship

by David Garrick

I started my apprenticeship at Neasden Loco Dept. The shortage of labour was such that as soon as it was judged by the chargehand fitter, Ted Claxton, that I had some idea what it was all about, I was sent down the line to attend to minor breakdowns. The class A5 4-6-2 tanks were in a sad state of repair and breakdowns were frequent. The run from Rickmansworth to Aylesbury would tax a loco in good order and the A5s certainly were not! I remember being sent out to Chorley Wood, Chesham, Great Missenden, Stoke Mandeville and Aylesbury. The jobs ranged from missing big end cotters to losses of oil caps and split pins. I actually spent two days walking the line between Aylesbury and Rickmansworth simply in order to pick up the bits and pieces that fell off the locos. Platelayers huts were good places to visit as the men would pick up items as they walked their length. I even collected a guard iron and a coupling rod cap.

My biggest adventure occurred at Aylesbury. I was sent to an A5 on which the driver said he had lost a side rod cap, so I set off for Aylesbury with a sack containing several caps and a selection of pins. On arrival I found the loco stood at the platform blowing off and the driver, station master, signalman and other interested spectators were all awaiting my arrival. I inspected the damage and discovered that it was not a coupling rod cap that was missing - it was the nut off the joint pin that was missing. The pin had worked out and struck the crank, bending the rods! I told the station master that the loco could no longer work the train and it should be put across to the GWR shed. There I intended to remove the rods so the loco could work down to Neasden as a single-wheeler.

As soon as we got her to the shed, the driver and firemen rushed off to ride the cushions back to Neasden, leaving me with the stricken A5. I managed to get one of the side rods off but on the other side, it was up behind the tank connecting pipe. There was a GW 6100 tank loco being watered nearby and I asked the lad, probably a passed cleaner, if he would help me by telling me when to stop the loco with the side rod in the right position. I put her in gear and she rolled a foot or two before coming to a stop. I then gave her a bit more steam and suddenly she slipped, the side rod flew off and so did my assistant. The cause was a broken rail in the shed yard. Thanks to the help offered by the GW shed staff we managed to get the rods onto the footframing with the bushes over the lamp brackets and tied to the grab rails with the inevitable spun yarn. There was no more I could do, so I returned to Neasden. Next day, a crew had to be sent down to light up and bring the loco home. If the original crew had stayed and helped me, they could have brought her home and saved a lot of trouble.

On arrival back at Neasden, even before reaching the fitting shop, I was confronted by Bob Lamb, the foreman fitter. He was an ex-Stratford erecting shop chargehand, certainly not at home in a running shed. He was very obese (as they say today), his neck overhung his collar and it became red when he was annoyed. On that day it was positively glowing! He grabbed me by the ear and dragged me off to the shedmaster's office. At that time Bill Harvey had left to be replaced by Roland Bardsley. As I was shown into his presence, he said, "You are a fine chap to send down the line, telling the signalman that you could not do the job. We've had to send your mate down with another man as well." "Just a minute" I said, "can I tell you what really happened?"

As I told my story of events, an embarrassed silence followed. "Did you take both side rods off?" "Of course" I said. "Alright, you can go". I suppose the stationmaster at Aylesbury must have thought it rather odd to be told by a spotty 15-year old that he could no longer have the engine for his train. The signalman reported it to control who reported it to the shedmaster. A postscript to this story - a week or two later there was a letter from Paddington asking that in future would LNER fitters replace the GWR pinch bar in the rack provided.



Great Central Today

by Kim Collinson

The new maintenance depot constructed at Ardwick on the site of the former freight sidings was officially opened on the 16th May but was operational from 3rd April, and maintains the 51 Trans Pennine Desiro Class 185 units. The depot employs 120 staff and cost 30 million pounds to construct.

As reported in previous editions the run down of the remains of the UK coal industry now means that only 3 collieries at present now dispatch coal by rail via GC joint lines, these being Thoresby and Welbeck on the LDEC route and Maltby on the SYJnt, while Harworth and Rossington are mothballed. Hopefully Hatfield will reopen to rail traffic next year.

One of the most unusual events of the year took place in May when an unauthorized individual entered Tinsley Yard and managed to start up the yard pilot 08944, which was unmanned, and travel around the sidings. Fortunately he was observed on CCTV and later arrested.

Very few loco hauled workings are seen on the Glossop branch these days. On the evening of the 8th June a Serco test train worked by DRS class 37s 37602/06 paid a rare visit to the line.

This year marks the 25th anniversary of the closure of the Woodhead Route and on Saturday 8th July, in conjunction with an open day at Barrow Hill, 3 return 7-coach passenger excursions ran to and from Deepcar, these being top and tailed using the following locomotives: 31454, 37603 and 47145. They worked over the route between 1000 and 1700 hrs. Previous to this event on the 10th June a railtour from Ealing traversed the branch being worked by GBRF loco 66722 and assisted by 47832.

Book Review

Telling the Passenger Where to Get Off by Andrew Dow FRSA.

Capital Transport Publishing, PO Box 250, Harrow HA3 5ZU.

88 pp 225x 255mm, hardback, 71 illustrations, mainly track diagrams.
ISBN 185414291 7, £14.95.

As an important aspect of improving customer relations, and assisting passengers to get to know their way about the system, in the 1920s the Metropolitan Railway and the LNER introduced diagrammatic maps, in which curves were at a minimum and straight lines were used to emphasise the routes. Indeed, the principle had been introduced earlier in the century, but these two railways (the Metropolitan was now part of London Transport), with their complex suburban systems, placed a new emphasis on the idea which during the thirties spread quite widely across Britain.

Andrew Dow's father, George Dow, was personally instrumental in preparing route diagrams for the LNER, which progressed from covering just the GN and GE suburban systems, designed specially for the advertising panels above the coach seat backs, to extensive system diagrams for display purposes and inclusion in timetables and advertising brochures. Adoption of the Gill Sans typeface was another factor in improved readability, the 1930s diagrammatic map of the GC lines to Calvert and Verney Junction being a particularly clear example. But this book is not just concerned with London suburban lines, as it covers earlier, later, and much more complex systems, in America as well as in Britain. All are given full coverage in text and illustrations, as well as including extensive London Midland lines, and a recent Arriva Trains Northern map. Moreover, the use of high quality art paper enables the essence of the book, the diagrams, to be readily understood and appreciated. There is also a bibliography, and an index.

As a schoolboy, your reviewer travelled the Great Northern suburban lines, and recalls the introduction of the new style diagrams, which indeed were the subject of a classroom session dealing with commercial art. The art master was clearly impressed by the LNER's initiative. Here, to the schoolboy, was an introduction to the complete railway, which added to his already growing respect for Nigel Gresley's Pacifics. Telling the Passenger Where to Get Off does just that, and more. It is a comprehensive and fascinating summary of the evolution of the railway diagrammatic map. It deserves a place on every railway student's bookshelves.

Geoffrey Hughes

George Barlow 1916-2006

An address given by Richard Hardy at St Nicholas Church, New Romney on 12 July 2006.

George Barlow was a real railwayman and a professional member of that remarkable brotherhood in which rank and status is transcended by an all-enduring common bond, a brotherhood to which I, too, am proud to belong.

Times were hard in 1934 when George applied to become an engine cleaner at the London & North Eastern Railway depot at Colwick, the large engine shed on the eastern outskirts of Nottingham but there were no vacancies. Firemen, never mind cleaners, were being made redundant so he took to proof-reading and, at the same time, started to develop his interest in the great railway hobby that has absorbed so many people the world over.

When George was about twenty two, he and a friend went up to Marylebone on a Saturday cheap day excursion which had left Manchester early on the Saturday and was due to return from Marylebone just after midnight on the Sunday morning. Now George loved to tell the story of how he and his friend walked up the long train of 14 coaches until they reached the engine which was a big, powerful Great Central machine and found that the driver was on the ground making a final examination of his engine before setting off for the long, hard journey back to Manchester. George asked the driver if there was any chance of travelling with him on the way to Nottingham and, much to his surprise, the old driver said: "Alright, son, come and see us at Leicester". You must realise that George had no authority to travel on the engine but there was something about him that appealed to that old Gorton driver from Manchester. So at Leicester, they climbed up onto the footplate and set off into the pitch dark. The old boy sat on his seat with his eyes fixed on the blackness that lay ahead, the sparks streaming from his little nose warmer pipe and the fireman hard at work, for the train was both full and very heavy. They had just passed Loughborough when a gauge glass burst with a bang and the cab filled with steam and hot water. In a flash, the fireman had his hand up into the steam and closed the steam cock. The driver looked up with just a glance to see that all was well and then resumed his vigil as if nothing had happened and without a word spoken. They ran into Nottingham, stopped at the far end of the platform and the fireman opened the injector cock to make a cloud of steam to cover the descent of the two unauthorised visitors who got off with grateful thanks.

Now George knew that the driver should not have taken him on the engine but his attitude, civility and enthusiasm must have appealed to that old boy, not far off retirement, and so he gave George and his friend the experience of a lifetime. Likewise, Terry Miller, a very distinguished railway officer who retired as Chief Mechanical and Electrical Engineer of BR, met George during the war when he was a driver in the Royal Engineers at Melborne near Cambridge and to his dying day, he had an infinite regard for George which was reciprocated to the full and Terry was not always an easy man to please! After the war, George joined the Romney and it is true to say that he became a legendary figure for he made that little railway his life's work through his utter dedication. But he and Miriam had to make the sacrifices of the dedicated, for a driver in his earlier years on the Romney earned more or less the same as an agricultural labourer. Yet Muriel and George had friends all over the country, indeed all over the world and in all walks of life because they were unspoiled, natural, unselfish and the same to everybody although, if need be, George could speak his mind very effectively.

Now George as an engineman was top of the class, economical, thoughtful, consistent, and on my first journey with him on the "Green Goddess", exacting! I was used to big fireboxes, a long throw with a full sized shovel but could I get the fire right in that little firebox under my nose! George and I sat side by side, coal all over the little footplate, he twiddling his thumbs, the picture of innocent smugness and as I got redder, he dropped in the casual remark just to make things better that "You BR men always find it difficult". In the end, I lost my temper and addressed a few well-chosen words to the "Green Goddess" to which George instantly and severely rebuked me: "Don't you dare to speak to my engine like that!" And, my goodness, he meant it. But I learned hard and quickly from the maestro until it was evident to him that I needed taking down a peg or two. When one worked a train from Dungeness to Hythe, it was necessary to fill the engine's water tank from a

small column and the driver had to take care to stop exactly in the right place to an inch. While this was not difficult on a full size locomotive, it took some doing when one was so close to the ground but I could now get it right most times. Now there was a rockery set back a few feet on the platform at New Romney in which stood an ornamental gnome and if you stopped exactly opposite the gnome, you were right for water. But George had had that old gnome moved a foot or so unbeknown to me, so when I made a good stop opposite the gnome, I was actually a foot short of the right place. And, of course, George who had been waiting for this very moment, was able to say amid a tumult of laughter (for others were in on the act) "I don't know, there's "Old Hit 'em Hardy" up to his BR tricks again!" Oh, the fun we had and neither George nor I ever forgot the time he had the gnome moved!

And now for the Frenchmen, who were largely drivers and firemen from across the water at Calais! Most of them had never been to England and had always thought us to be a very reserved race but they were welcomed by the BR men they met with such warmth that their little holiday became a triumph and it always finished in the same way with a day on the Romney before catching the evening boat back home from Folkestone. None of them had seen a small railway and their first sight of the Goddess, spotless and shining, was "unimaginable" and there was George, in his overalls and red neckerchief, smiling, shaking hands and laughing. "Bonjour, Georges". The Romney had given us a train, an engine and George, not to mention lunch in the pub near the station between the journeys to Hythe and back. Each of the Frenchmen in turn took his place alongside George and the two men, who could not speak a word of each other's language, could understand one another perfectly, for the language of the real railwayman is international. So many photographs! And memories of George with a glass of wine toasting the Frenchmen, and Maurice Vasseur with his arm round George in the cab of the Goddess. Great happiness - and when they left us to go aboard at Folkestone, some of them had tears of joy in their eyes.



George Barlow with Maurice Vasseur of SNCF, Calais, in the cab of "Green Goddess" in September 1967.

At my instigation, George and his friends went to France on several occasions and they travelled on the engines and had the time of their lives. I think that it was George's second trip when he took Johnny Wootton. Now Johnny was fairly abstemious and George was not altogether used to those great meals where the wine flowed fairly freely and the meal was rounded off with a cognac or a calva and coffee. But by that time, both the Englishmen had had their fill and news reached me that "Georges et Yonny" were "charmant garçons, ah oui, braves types mais pas grand buveurs- tres peu!" Which being loosely interpreted means "Lovely men, the very best but not great drinkers".

George and Miriam gave all of us joy, happiness and wisdom. As a Vice-President of the Great Central Railway Society (of which I am the President) he has spoken with authority of the GC section of the London and North Eastern Railway of his young day. He absorbed from his very close friend, Bert Hooker, the latter's vast store of knowledge of railway work and main line enginemanship and how wonderfully he has coped since Miriam died and how loyal have been his friends. So let us think of Edmond Godry, the Chief Locomotive Inspector at Calais. He was on the SNCF before the last War and was taken in 1940 for five years of forced labour as a boilermaker in Germany. He came home in '45 and became a fireman and then a main line driver in his mid-twenties and then an inspector at twenty-nine. He and George were very dear friends and Edmond was a railwayman through and through, who loved this country and its people. After a visit in 1969, Edmond wrote to me at some length, tabulating in order everything that had happened and listing the people they had met by name until he came to the final day at Romney with George and all the kindly people the Frenchmen had met on the little railway. And so he finished his letter with the simple words "Que de souvenirs imperisables", which can be translated "what unforgettable, what imperishable memories".

And we can say the same of G.A. Barlow, British Empire Medal. Thank you, George.

Readers Requests

from Phil Watson, 37 Glastonbury Terrace, Llanrumney, Cardiff CF3 4HB

My hobby involves steam loco spotting through photos, limited to those that survived to BR days. As far as ex-GC locos are concerned I only have a few left to 'spot'. I have enclosed a list. Perhaps your readers can help. A photocopy or scanned print is fine (unfortunately I don't have an e-mail address). Any expenses will be reimbursed. The photo can be from any period - GC, LNER or BR. Some of the locos listed (in italics) may not have carried their BR numbers.

number	class
63203	Q4
63213	Q4
63216	Q4
63231	Q4
64331	J11
64345	J11
64391	J11
64399	J11
64407	J11

64429	J11
64436	J11
65141	J10
65146	J10
65168	J10
65190	J10
65195	J10
69243	N4
69247	N4
69285	N5

69291	N5
69295	N5
69310	N5
69316	N5
69330	N5
69345	N5
69365	N5

from Bernard Munday, e-mail : bernmunday@tiscali.co.uk

I am trying to research a proposed connecting line between the GC near Kilburn & Brondesbury station and the LNWR Willesden to Hampstead Heath line in north London. I found a fleeting reference to such a line on the National Archives website, but was unable to gather any more details. The reason for my enquiry is that I am the Chairman of the East Bedfordshire Model Railway Society and we would like to build a model of what the junction may have looked like. If you can provide any information I would be most grateful. We are, of course, happy to pay any charges in this respect.

Readers Forum

from Bill Gee, Felixstowe

Re. Forward 118 page 44 - a list of observations at wartime Barnetby on page 44.

Regarding class B2 no.5423 Sir Sam Fay, this loco was in all probability working the Immingham-Whisker Hill Junction

(Retford) daily pick-up goods. It was often a class B7 loco. The return working was from Ordsall Siding, Retford, during the late afternoon. May I also point out that nos.6179 and 5049, quoted as class O4 are in fact class Q4. In addition nos.5012 and 5013, quoted as class O5 are class O4. It would be interesting to know why 8 workings were over 100 minutes late - presumably traffic congestion or late arrival of crew.

Re. Forward 147 page 4 - article on Cross Country Workings.

The Manchester-Hamburg through coach was detached at Grimsby Docks. Was there a special platform at Grimsby Docks for passengers using this service?

Re. Forward 147 page 41- article on Quintishill Accident.

In the garden of a café at Gretna Green there is a plaque with details of this disaster.

from Allan Sibley, March

Re. Forward 147 page 35 - lower photo caption.

The 'Midland engine' has a parallel boiler and smoke deflectors, so is definitely not a 'Jubilee', a class with a taper boiler. It is either an unrebuilt 'Patriot' or an unrebuilt 'Royal Scot', but the proportions of the chimney suggest to me that it is the former. None of these were 'Midland engines' anyway, as they were post-grouping designs, albeit the early 'Patriots' were rebuilds of the L&NWR 'Claughton' class.

Re. Forward 147 page 37 - Model Notes.

I presume the reference to 'parts for some G.E. engines' should be '...G.C. ...'. I can confirm that the P.D.K. kits are 4mm scale and in general the newer kits are of very good quality.

from David Bodicoat, Quorn

Re. Forward 143 page 37 - a query from Brian Rich.

To the best of my knowledge the summer Saturday working between Cleethorpes and Exmouth, which ran for several years in the late 1950s and 1960s, was an extension of the daily 6.52am Cleethorpes-Birmingham working via Market Rasen, Lincoln St.Mark's, Nottingham Midland and Leicester. From Birmingham it ran to Bath Green Park, then over the S&D to Templecombe. It then took the ex-L&SW route to Sidmouth Junction, where it reversed onto the line to Budleigh Salterton. At Tipton St.John's the train was divided into portions for Sidmouth and Exmouth.

According to my calculations, and assuming that the B1 which took the train from Cleethorpes to Grimsby ran round the train before continuing through to Birmingham, this working would have required the participation of at least six different locomotives on its journey of some ten and a half hours. In Backtrack vol.13 no.4, there is a photograph of the train heading northwards at Ashchurch, on its Bath to Birmingham leg, behind Royal Scot no.46157 on 29th July 1961. The coaching stock is the Southern set, as the two coaches which can be seen in the photograph are BR Mk 1s in green livery.

Re. Forward 147 page 30 - the Loughborough scene in the 20s and 30s.

Owen Russell has drawn my attention to what must have been a lapse of memory by 'Tosh' in his recollections when he stated that the Grimsby fish trains were worked by 'Directors'. In the period to which the article related, these trains were worked by ex-GC class B7 4-6-0s and class K3 2-6-0s; the 'Directors' were not based at Immingham at any time and the high rolling resistance of the fish trains would have made them unsuitable for 4-4-0 haulage. From the information provided, Owen has deduced that 'Tosh' was describing the afternoon departure from Decoy yard at Doncaster.

Rear cover caption

Preserved class O4 2-8-0 no. 63601 passes Swithland Sidings with a demonstration freight on 29 Jan. 2006. photo: Pater Gasser

