

FORWARD 168



Front cover caption

An "Immingham" hard at work on the GN main line. LNER class B4 4-6-0 no.6098 heads for King's Cross, with what is probably an excursion from the West Riding, south of Hadley Wood.

Built originally for express goods and fish traffic, the "Imminghams" proved themselves to be fine express passenger engines. When based at Copley Hill in the 1930s, no. 6098 would have been used on excursion traffic such as this. No. 6098 became no. 1483 in the 1946 renumbering but did not receive a BR number although surviving until Sept. 1948.

photo: Photomatic



The Journal of the Great Central Railway Society

No. 168 ~ June 2011

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Editorial by Bob Gellatly

In the last brief hiatus between working on issues of *Forward* I took the opportunity to take a book from my 'waiting to be read' shelf. It was a copy of *Eleven Minutes Late* by Matthew Engel (Macmillan, 2009). The abrupt demise of Wrexham & Shropshire, that was reported in the last issue of *Forward*, was fresh in my mind as I read the opening lines. The author was waiting on the platform of Gobowan station for a W&S service to Marylebone and he described it as one of the few success stories of the privatised railway. The book is really about the relationship between the government and the railways of Britain in the context of a meandering tour of Britain's railways taken by the author with an All Line Rover ticket. The conclusion drawn by Matthew Engel is that the government nearly always got it wrong, whether through action or inaction, and continues to do so today. I found the section on privatisation of the railways particularly illuminating as most railway enthusiasts such as myself found it difficult to understand how a weak Conservative government under John Major could force through such an unpopular action. There was a brief mention of the Great Central's London extension on page 150. The writer uses this as an example of how the lack of state planning allowed many lines to be built that should not have been built. It was part of the plan by Sir Edward Watkin to link Manchester to Paris via a Channel tunnel and I quote: "No one else seemed to know quite what it was for". If, as the author suggests, there should have been more state control over the development of our railway network, the London extension would not have been built, and I would be editing the MS&LR Society magazine, perhaps with the title *Retreat*.

There are two forthcoming events that I would like to bring to your attention. The first is the Open Day at the home of George and Davina Huxley on Saturday 11th June. This was advertised on p39 of the last issue of *Forward*. If you are within travelling distance of Oxfordshire please support them. Phone 01608 677595 for details.

The second event is a bus trip from Sheffield to mark the 30th anniversary of the closure of the Woodhead route. This will be on Saturday 2nd July, leaving from the Royal Victoria Hotel at 10am. Transport will be by heritage Sheffield Corporation double decker bus in cream and blue livery. The route will include stops at Oughtibridge, Deepcar, Penistone (break for lunch), Dunford Bridge and Hadfield (for return train ride to Manchester), and returning to Sheffield about 6pm. Cost will be £12 (excluding train fare which is £3.60 if you have to pay!). Contact Ken Grainger (0114 254 0275) to reserve a place on the bus. Car parking is available at the Royal Victoria Hotel. You are welcome to join us just for the train ride from Hadfield (departing at 15:01) if you wish.

The temporary nature of web sites has been demonstrated by the demise of Fotopic.net. Many railway enthusiasts have used this server to display their photos and reference to them has been made in previous issues of *Forward*, including last issue's editorial. The site owners have gone into liquidation.

John E. Pollard, the writer of our regular feature "The Pollard family railway history" died on 21st April at King's Mill Hospital, Mansfield, aged 80. He had suffered a collapsed lung and died only a week later. Our condolences go to his son, John Pollard, and the rest of his family. As I have John's complete manuscript, the series will continue until finished.

Welcome to the following new members

Mr A. C. Appleton, Nottingham
Mr S. J. Borrill, Horsham, Sussex
Mr Coult, London N5
Mr J. P. Crow, Telford, Shropshire
Mr M. Jordan, Thame, Oxon
Mr D. J. Shaw, Nottingham

Mr P. S. Spencer, Doncaster
Mr B. Walker, Nottingham
Mr H. G. Ward, Bamford, Derbyshire
Mr J. T. Wray, Peterborough

Model railway exhibition diary

Some events that may interest our readers

Sat 11th & Sun 12th June: Peak Model Railway Exhibition at the Agricultural Business Centre, Bakewell. www.wingfieldrailwaygroup.co.uk

Sat 13th & Sun 14th August: Midland Railex at Butterley Station, Ripley, Derbyshire.

Sat 13th & Sun 14th August: Model Railway Event at the Nottingham Transport Heritage Centre, Ruddington.

Sat 3rd & Sun 4th Sept.: Gauge 0 Guild at the Telford International Centre, St Quentin Gate, Telford.

Sat 10th Sept.: Northolt Model Railway Exhibition at Northolt Community Centre, Ealing Road, Northolt.

Sat 10th Sept: Romiley Methodist Railway Modellers at Romiley Methodist Church, Hill Street, Romiley, Stockport.

The Gainsborough Model Railway (at Florence Terrace, Gainsborough) is open to the public (1.30pm-6.00pm) on Sat 11th & Sun 12th June, Sun 17th July, Sat 27th & Sun 28th & Mon 29th August. More information at www.gainsboroughmodelrailway.co.uk

Members' items for sale

• **A photo album** containing 128 photos size 3¾" x 2¾" with hand-written inscriptions relating to Contract No. 6 for the London Extension – south of Brackley (79 miles) to Quainton Road (91 miles).

Presented by **S.W.A. Newton** to contractors **Walter Scott & Co.**

Date 1897/8?, size 10½" x 13", with maroon covers.

Offers in writing to: Peter Cowan 135 Woodlands Avenue, Eastcote, Ruislip HA4 9QX

• **A full set of the *Great Central* trilogy by George Dow.**

Vol 1 - 1st Edition, missing dj, title page signed by author.

Vol 2 - 1st Edition, good dj, title page signed by author.

Vol 3 – 2nd Edition, good dj, virtually mint.

£100 plus postage/insurance £10.

Contact Ed Davis (a society member).

email: edwardddavis@talktalk.net or telephone 01454 312349

• **A complete set of *Great Central Link* (Nos. 1 to 28)**

plus two *Great Central Link* cord binders.

Offers to John Bennett, 15 Normanhurst, Hutton, Brentwood, Essex CM13 1BG.

Phone 01277 216749.

O4 repatriation project

from *The Railway Magazine* (June 2011)

HEAVY haulage company owner Andrew Goodman, who was involved in the recent repatriation of two Stanier 8Fs from Turkey, has identified his next task. Mr Goodman plans to buy and bring home one of two Robinson O4 2-8-0s currently preserved at the Dorrigo Railway Museum in Australia.



Sir Sam Fay's island railway

by R.F.Hartley

Despite the demands of his job as General Manager of the Great Central Railway, Sam Fay found time to help revive a struggling little line on the Isle of Wight, and the evidence of his involvement can still be found today in a field near Havenstreet Station on the preserved Isle of Wight Steam Railway.

The Isle of Wight was a speculator's dream in the late 19th century – an unspoilt island with spectacular coasts, only a few miles from the hubbub of Portsmouth and Southampton. Queen Victoria and Prince Albert had led the way by creating the Osborne House estate in the 1840s. All it needed was better transport links, and those breezy stretches of foreshore could be transformed into holiday resorts and seaside villas for the super-rich.

Our story begins near Freshwater on the Isle of Wight with the Totland Bay Pier & Hotel Company of 1878, who were looking to create a resort, and were successful in attracting the L&SWR to start a steamship service from Lymington to Totland in summer 1880. From this grew the Freshwater, Yarmouth and Newport Railway, to link the west end of the island to its busy centre in Newport.

The formal opening of the FY&NR was in July 1889. The company had arranged for the Isle of Wight Central Railway to operate its trains but already the relationship between the two companies was becoming strained. The line was not fully completed and in 1893 the Receiver was appointed to manage the company's affairs. A new board was appointed in 1896 and by the turn of the century the financial situation was improving.

In the early 1900s another wave of speculation saw the creation of the Solent Tunnel Company to build a tunnel to the island from the Lymington area. Spotting a possible investment opportunity and having taken advice from Sam Fay, Sir J.B. Maple bought a controlling stake in the FY&NR late in 1902. Maple was a leading businessman of the day and his company owned the Great Central Hotel at Marylebone Station. For this reason he knew Fay and valued his advice on railway matters. Fay was in a good position to know about the Isle of Wight and the Solent Tunnel, having been born and raised in Hampshire and having worked for the L&SWR. Unfortunately, Maple's involvement was only brief, as he died late in the year 1903.

Maple's executors sold the FY&NR to Frank Gerard Aman and Sam Fay, and for nearly a decade the railway continued in its uneventful career with Aman in day-to-day charge and the trains operated by the IWCR. Fay seems to have had little to do with the line at this time, which is hardly surprising given the pace of developments on the GCR. In 1911 however, the IWCR took over maintenance of the FY&NR's line (as well as running the trains) and standards began to fall. In the summer of 1912 Aman was consulting with Fay on the situation and he seems to have begun to get things moving.

At an Emergency Board Meeting in May 1913, Fay proposed that the railway could run their own services and be more profitable. The Board had already decided to buy their own rolling stock and on June 25th the locomotives and carriages were landed on the Isle of Wight at St Helen's on the Bembridge Branch - the R.C.Riley Collection includes photos of this event. Fay obviously made use of his connections and influence to assemble the stock for the island. Locomotive no.1 was a Manning Wardle "Q" Class 0-6-0-OST (no.1555 of 1902) from the contractors Pauling & Co., who had built part of the GW&GC Joint Line in Buckinghamshire a few years earlier. The engine arrived overhauled and painted mid-green with black and white lining, similar to the GCR livery. It has even been suggested that the work may have been done at Gorton, although this seems a little unlikely.

Locomotive no.2 was a Stroudley 'Terrier' 0-6-0 tank completed by the LB&SCR in December 1876 (as no.46 *Newington*) and sold in 1903 to the L&SWR for use on the Lyme Regis branch. The carriages were six-wheelers from the MSJ&A line, and had been

built at Wolverton and Gorton in the late 1870s and early 1880s. These gas lit carriages, marshalled in trains of 12, had only recently been replaced on the MSJ&A.

Having provided the equipment for the job, Fay delegated the task of setting the line back on its feet to David Lamb of the GCR, and another GC man, W.H.Hunstone, was appointed Manager. Early in 1914 there was a flurry of activity on the Solent Tunnel project, with borings being taken. Fay made numerous visits at this period, but of course the outbreak of war brought all these attractive speculations to an end.

Nevertheless, the revived and refurbished railway had been put back on its feet, and fulfilled a useful role in the island's transport network. Following the 1921 Railway Act the newly-formed Southern Railway offered £50,000 for the FY&NR and after much haggling this was accepted. The little line was taken over on August 27th 1923 and Fay's venture into island transport had come to a reasonably successful conclusion.

Locomotive no.2 became no.8 *Freshwater* under the Southern Railway and continued in use until 1949 when British Railways brought it back to the mainland and numbered it 32646. Eventually withdrawn in 1963 it was displayed for many years outside the *Hayling Billy* public house on Hayling Island. In more recent times it has been returned to steam on the Isle of Wight in its former identity as *Freshwater*.



Restored SR 'Terrier' 0-6-0T no.8 'Freshwater' at Havenstreet.
photo: IOW Steam Railway



A view inside a compartment of the unrestored MSJ&A coach body at Havenstreet. photo: IOW Steam Railway

in October 2009 I spent a pleasant half hour studying this remarkable piece of railway history, possibly built at Gorton, which fulfilled its purpose in taking thousands of commuters into 19th century Manchester and then hundreds of holidaymakers across the rural Isle of Wight in the 1920s.

If you want to learn more about this little railway I can recommend *The Freshwater, Yarmouth & Newport Railway* by R.J.Maycock and R.Silbury (Oakwood Press, 2003).

My Dad and the last "Pom Pom" no.64354 by Claire Golder

Saturday 13th October 1962 was a day to remember - at least for me. That day had special significance for the Robinson J11 locomotive no.64354 too. It was the day that the "Pom Pom" made its last run hauling the "GMRS J11 Farewell Special". To commemorate the last run it was cleaned and prepared at Retford (Thrumpton) and then started on a journey which lasted about 12 hours, hauling eight coaches filled to capacity with guests and members of the Gainsborough Model Railway Society on board. The journey started at Lincoln, through to Gainsborough and then to Retford. My late father, Ted Crute, drove on that leg of the journey with good old Dennis Moore firing.

It was a very exciting day at Retford where we lived. Dad asked Mum to bring me along to the station to see the loco. There were people dashing about with cameras and tripods and when some of the fuss had died away, I was hauled up onto the footplate and asked to sit in a seat in the corner - Dad had to lift me onto the seat. The taking of photographs seemed to go on for ages as I can remember.

Mum and I were very happy to see these photographs again after sorting through some of Dad's things recently. The picture (*below*) of the crew change over at Retford shows Dad and Dennis Moore to the right and the next driver, S. Adams, with fireman, Gordon Inman, on the left. They took the train from Retford to Nottingham. It must have been an excellent day out for all on board with meals provided by the Lincoln Refreshment Room and Captain M. Francis of Tenants Brewery donating spirits for the party on board the train to celebrate the last run.

The J11s were very popular with the enginemen, and at various times they worked just about every class of train from pick-up goods to express passenger! Most of the GCR and Cheshire Lines sheds received significant numbers of J11s at one time or another. In its heyday Retford (Thrumpton) had 23, but none have survived into preservation. What a pity!

The picture taken at Gainsborough Lea Road (*opposite*) was printed again in our local paper years later when Dennis took it to *The Retford Times* for material in the feature "Days Gone By". Mum and I thought it was amusing that Dad had his jacket buttons all cross-hobbled in the picture. They never ever wore collars and ties for the mucky, labour intensive work and we could imagine the excitement that Dad must have felt when he proudly rushed to button his jacket for the many cameras that would be clicking on that day.

Both Dennis and Dad left the railway in 1965 when Thrumpton engine shed closed and steam gave way to diesel. They remained firm friends and used to car share for travel to their new employment at West Burton power station. Leaving the railway was very much an upheaval as they all thought they would have a job for life. Work at West Burton was not so labour intensive and must have been like a breath of fresh air after 25 years of 14 hour days, hours of back breaking coal shovelling and the knocker-up who used to come round at 4am and tap on the bedroom window with a clothes prop.



At Thrumpton the engine shed area now has houses on it. The building company had quite a stoppage when they found some sort of a pit and work stopped for a while until it was investigated. Our daughter worked there and as soon as she said about the pit, I knew it would have been the remains of one of the ash pits. Fires from the locos would have been cleaned out into the pits underneath.

Although all the "Pom Poms" have gone without a trace, my husband, who is a model railway enthusiast, has been able to get a model of one, but they are only available in kit form. Maybe one day a manufacturer will supply a ready-to-run version. The magnificent "Pom Poms" deserve no less.



The "GMRS J11 Farewell Special" at Gainsborough Lea Road. Stood on the buffer beam is my dad, Driver Edward Crute, on the right, and his mate, Fireman Dennis Moore, on the left. Inspector Bert Dixon is stood on the tracks.



BR class J11 0-6-0 no.64354 at Retford (Thrumpton) shed.

The Pollard family railway history – Part 11

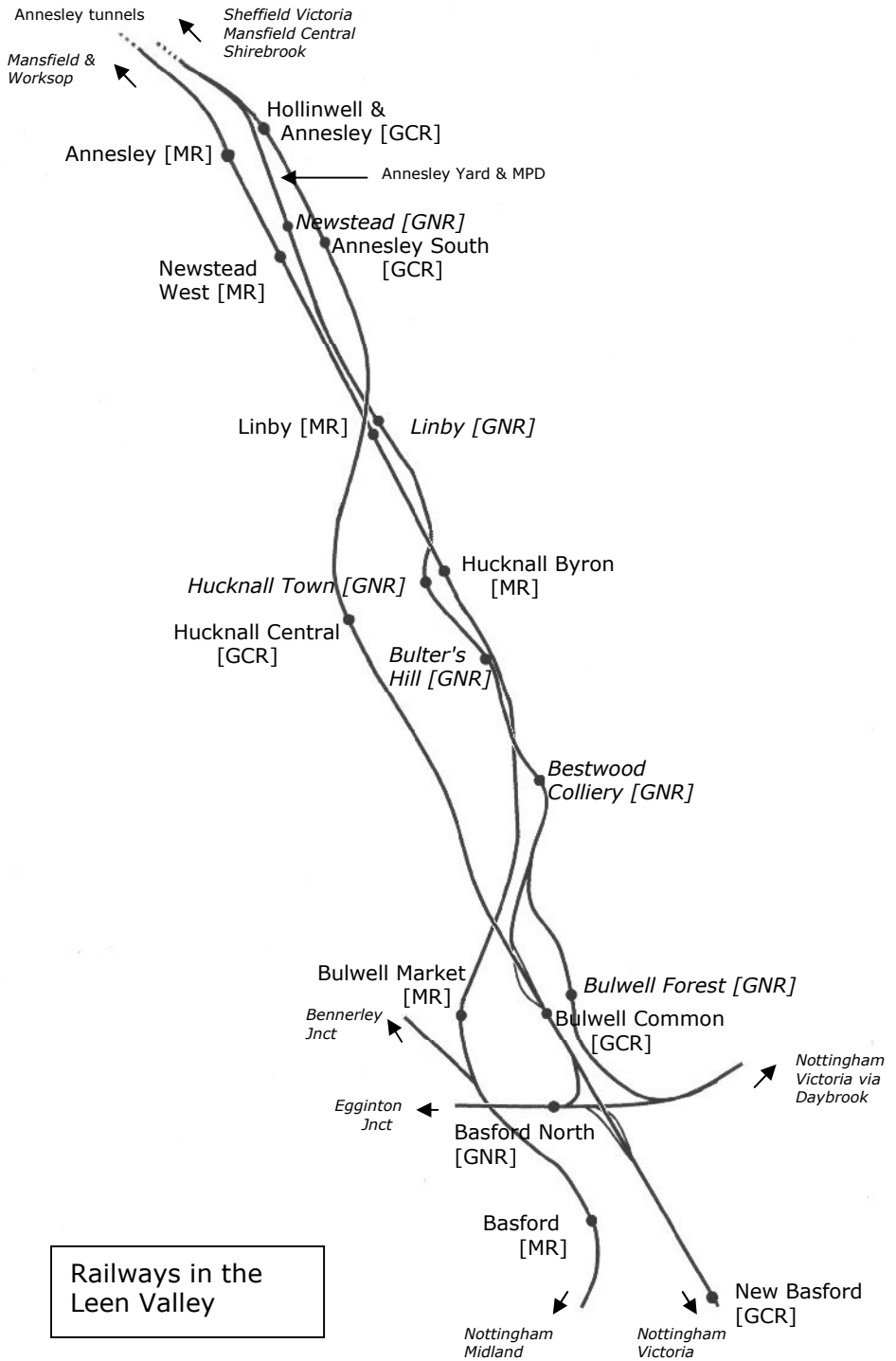
by John E. Pollard

John continues his story working as a guard at Annesley

One week I was working the first passenger out of Nottingham Vic to Sheffield Vic via Chesterfield stopping all stations, then a stopping passenger train all stations back to Nottingham Vic. I was signing on about 4am, travelling to Basford Carriage sheds, working an empty stock train into Vic, then working to Sheffield. All went well until Saturday morning. I was walking five miles between home and Annesley each shift. On this Saturday I left home at the same time as I had done all week but after walking about five minutes I remembered that on Saturdays I had to sign on an hour earlier! I started to run - I don't think I had ever covered the distance faster. When I rushed into the telegraph office in a sweat and full of apologies I was told to calm down as there was no harm done. The main line was blocked between Hucknall and Bulwell Common. A large steel ingot had fallen through the bottom of a wooden wagon and ripped a good length of track out and bent a large number of axles before fetching the rear of the train off the road. I was told to go to Annesley North and pilot a Sheffield guard on a diverted train over the GN branch to Bulwell Common and tell the driver to drop me off at Basford for the carriage shed. That day our Sheffield passenger was also diverted via the GN branch from Bulwell Common to Annesley North. We even stopped at Hucknall GN but there were no passengers waiting! On our return we travelled the normal route. The track had been relaid but there was a severe speed restriction until it had been rebalasted and had time to settle.

I signed on one morning. It was a typical November day – wet, misty, cold and miserable. I was given the job of relieving a steel train at Newstead GN, then taking it to Wichnor on the other side of Burton upon Trent. I went down to Newstead where the loco men were waiting on the platform. A WD Austerity came in with a load of steel for South Wales. It had been freshly painted and looked a treat in its gleaming black paint. I think the number was 90444. I walked back to the van - it was a 20t Midland barn. If the Midland ever got hold of one of our Queen Mary brakes they held on to them and sent their rubbish back to us. I climbed in - the locomen had already filled the tank so we set off. As we started to move I began to screw the brake on. I carried on screwing the brake wheel but when the screw was right up and would not go any more, the blocks were still not touching the wheels. I had a real bad 'un. The gradient on the GN was steep and with the wet greasy rails and no brake on the van we were going too fast. I knew we were running away when I heard the engine whistle popping. What I didn't know until later was that every time the driver touched the brake she picked up her wheels and skidded. Eventually he had to pull the brake out and they were sliding. I wedged myself in and hoped we wouldn't hit anything. We shot through Linby, then through Hucknall. I heard the signalman at Hucknall shout something to me about putting on my brake! The platform at Hucknall shaded the near side rail which made it rusty. This acted like sand and slowed us down. The driver managed to regain control of the train and fortunately we stopped just before Butlers Hill just as a loaded train for Colwick was pulling out of the Hucknall Colliery sidings ahead of us.

I went up to the signal box and had a word with Control and told them we would go at caution to Bulwell Common where I would require a fresh brake van. Eventually we arrived at Bulwell. When I told the shunter we needed another brake van his reply was, "What if we haven't got one?" I just said, "No problem, where do you want us to leave this train of steel?" That changed his mind. We put mine off and the examiner put a red card on it. We got a new style Queen Mary brake. We had no further trouble. After putting the train off at Wichnor we had our food and were told to return light engine back to Annesley. I climbed on the engine and rode as far as Burton where the engine went on shed to turn. Normally I would have stayed on the engine for the rest of the journey home but not this time. After her long slide down the bank from Newstead to Butlers Hill she had big flats on all eight driving wheels. Every time the flats hit the rails



Railways in the Leen Valley

my feet left the floor. How the enginemmen managed to ride from Butlers Hill to Wichnor and then back to Annesley on her I don't know. She stood on the stacks at Annesley for about a fortnight before she was towed to Doncaster to have her wheels turned. I heard later that the flats were too big to be taken out with turning so she had to be rewheeled and the old wheels were scrapped as it was not considered worthwhile putting new tyres on them.

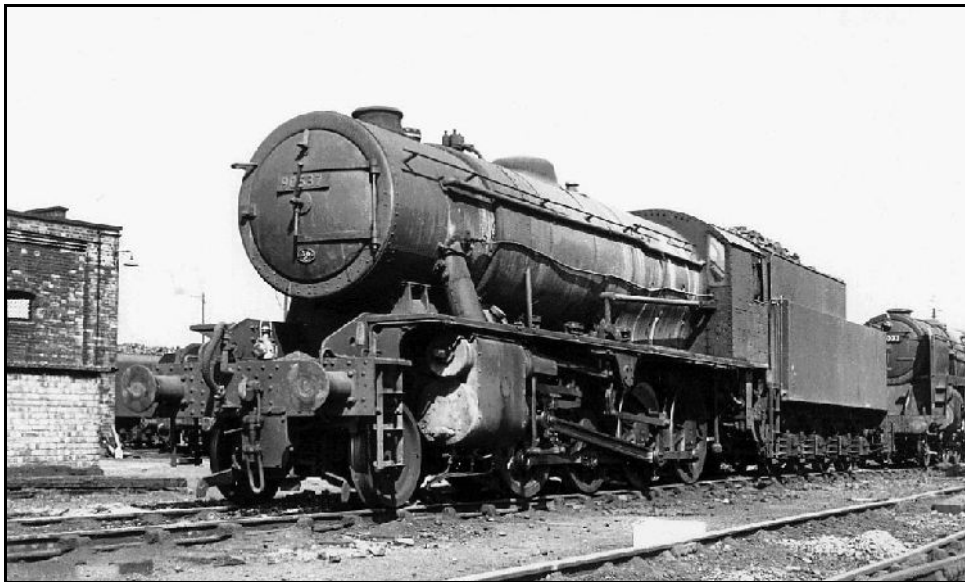
The shunter from Bulwell came to Annesley as a guard when we got the Class Nines on the Runners, as Bulwell ceased to be a signing on point. I had an earlier encounter with him at Skegby when I was working the Silverhill tripper and he was on the Shirebrook job. We had brought a load down from Silverhill colliery when he arrived at Skegby to make a load up for Shirebrook. I asked him if he wanted a hand with the wagons and got a mouthful of foul language, so I left him to it and went up to Skegby box. My loco men were sat there with the signalman and we watched the antics he got up to while I was having a cup of tea. After a few moves I turned to the signalman and said, "He's done it now - both his engine and mine are blocked in". I watched him scratching his head and looking around. All Skegby's sidings were on the down side. There were two shunts at the back of the station and a short siding in the old cattle dock. Then there were two roads at the other end of the yard - one a dead end, where my engine was, and the arrival road from the pit where the back end of my train was. In between the two sets of sidings were a set of scissor crossings and it was very easy if you were not familiar with them to get trapped. After a while he came up to the box and asked, "Can you help me out?" I turned to the signalman and asked him if he had anything offered on the up road. He said, "No, not yet". I told the other guard to get a cup of tea as we could do nothing until another train came on the up road. We could borrow their engine, if the driver agreed, to move a few wagons and set us both free. It had to be a train on the up road as the tail end of his train was blocking the down road.

After about thirty minutes Pleasley Colliery offered a train to Skegby. The signalman took it but kept his distant and home board at danger. When the train stopped at the home board I went out to the engine and asked the Colwick driver if he would do us a favour and help us out. I explained what had happened and he laughed and agreed. I pinned his train down and hooked the engine off. He drew up over the crossover then dropped into the sidings. He picked up two wagons up and put them on top of my engine. I hooked him off and he went back to his train. I hooked him back on to his train, picked the brakes up, thanked him and he continued his journey. It took us about ten minutes from the time he stopped to the time he left. As his brake passed I let his guard know what we had been doing. The Shirebrook tripper then came out, backed up and left. We pushed the two wagons that were on top of my engine into the cattle dock, then went engine and brake back up the Silverhill branch for another load. I bet that Shirebrook guard never made the same mistake again.

On another occasion I was on the Silverhill turn again. This time it was the winter of 1963 - the worst we had ever known for frost. It was bitterly cold and there was snow on the ground. On the Saturday I got a spare crew on the engine - it was a WD Austerity - and we were clearing coal from Silverhill and Teversal collieries. The driver was letting the fireman drive. They were sheeted down and well protected from the weather and they wouldn't look out the cab while we were shunting at Teversall. I was having to use my whistle for all movements and on occasions they were really hitting the wagons hard. After about an hour of shunting in Teversal loaded sidings I sent them out with about fifteen wagons on to the branch so they could back onto the wagons that were stood with the brake in the disused Teversal station. The branch was a single line worked by the staff. The staff was also the key to the small ground frames of which there were four on the branch. I expected them to stop when clear of the points and reverse back into the station, but they must have gone further as they had disappeared out of sight. When I got to the points I still couldn't see them. I changed the points and took the key out. As they were obviously not returning back to the waiting wagons I set

off walking back down the branch to try and find them. They were nearly at Skegby when I caught up with them. I asked the driver, "What do you think you're playing at?" He replied, "I'm only the fireman today, ask the driver!" I told him his name was on the loco ticket and in my journal and that meant he was responsible. I asked him if he was going to go back up the branch and couple up to the rest of train. Again he just said, "Ask the driver!" I decided to leave them where they were.

I walked back up the branch to Teversal where I pinned some more wagon brakes down and then went to my brake van and eased the brake off until the wagons were buffered up, then screwed it hard on again. I picked the brake stick up and went to the wagons and started to pick the brakes up. As I got down to the front of the wagons they started to move - I could only hope my brake van did not pick its wheels up. As the wagons started to move there was a snatch as my brake held and I got the wagons under control. They were moving nice and steady. It was a steep branch line and as I got near to the bottom I started to lift the wagon brakes and they picked up speed. I let them go when I thought it was safe. The locomen weren't looking out as usual and the moving wagons gave them a right wallop which must really have shook them up. I coupled up, walked past the engine and went to the signal box. I told the signalman, "I've done for the day. I'm not working with this pair any more. Right away Annesley." The signalman was my father's cousin, Owen Pollard, who was on relief at the box. He just said, "Right John," and offered us on to Sutton. I went back to the engine and as I passed I called out, "Thirty on equal to forty heavies, right away Annesley". When we got to Annesley yard I picked my kit up, left the brake and walked down towards the guards' room. As I passed the engine the driver shouted, "Aren't we going back for another load?" I said, "No, you're not safe to work with. You can go to the loco as we've done for today." Fortunately I never got that crew again.



BR WD 2-8-0 no.90537 at Annesley shed on 17 May 1964.

photo: Chris Ward

Sometime later on the same job there was a young Midland driver learning the road. He had been a fireman at Westhouses and when he transferred to Annesley his seniority made him a driver. Our driver was having a day off so the Midland driver, who had signed for the road, was given the job. When we got into Silverhill loaded sidings we had the brake van on the front of the engine, as we had to pull the train out and then run round it. The train was in two roads so we picked the first section up, drew out and

backed up on the other wagons. When I had them coupled up, I went back to the engine, put my shunting pole on the brake van and then went to the engine and asked for the firing shovel. The driver wanted to know what for, so I told him, "To put some sand on the rails to give you a start". We had a Stanier 8F as locomotive and the driver's reply was, "I don't need it. I'll show you what a Midland driver and engine can do. So I gave him the load then the tip right away. The rails in the colliery sidings were worn, wet and greasy. The Silverhill shunter, George Potts, and I stood back for a while then walked up past the engine and sat on the grassy bank and waited. The driver would not give in. That engine covered more miles than it had done in many a shift - the wheels just wouldn't hold and she slipped continuously for just over two hours. That's how long it took to get the train out of the sidings and up the run round. The driver tried to blame the young fireman but as she was blowing off almost constantly she was not short of steam.



BR Stanier 8F 2-8-0 no. 48356 stands alongside the shunters' cabin at Annesley Yard in May 1965. The much respected O1s were replaced by the Stanier 8Fs in 1962.

photo: Chris Ward

The next day our regular driver was back on the job but the same fireman. We had the same engine and a similar load. When I had the train made up I got on the engine and asked the driver if I could take the train out. I had worked with him as a fireman many times. When he said, "Yes," the young fireman's face was a picture. I took the shovel and got a shovel full of sand from the back of the weighbridge and put a thin cover on the rail right out of the sidings to the run round. Then I went back to the engine and pushed the shovel back in the tender. The fireman got hold of it and opened the firehole door. He had a good fire on already so I told him she would be alright - she would take us out. I eased the regulator open and she started to move. I watched the train until it was all moving then I opened her out. She shot out like a greyhound. We stopped at the top of the run round about five minutes after setting off. I turned to the fireman and said, "You saw the Midland way yesterday and you've seen the Eastern way today - which was best?" The driver asked, "What was that all about?" I just said, "Your mate will tell you", and got off the engine.

Building a Robinson 'Fish Engine' 4-6-0 in P4 – Part 1

by John Bateson

Based on an article first published in 'Scalefour News'

Let's start at the very beginning. I really don't know what came over me. I should have known better, but there I was, somewhere to the north of Derby enjoying the rolling hills and the hay fever (and a society AGM in the HMRS building) when I spotted in the library some surplus copies of the RCTS *Locomotives of the LNER* and purchased a few of them. I like books with lots of words that dig deeply into things - it sets me off on all sorts of paths that I would never normally consider. It broadens the mind (and the seat) but the material in these books was way out of my modelling period. This was at a time when evening television had gone down the tube, pensions were in the future, I had an unpaid job and a little free time, so I read, in particular, *Part 2* of the RCTS series covering the Robinson 4-6-0s. Not just once or even twice, but several times over. So engrossed did I become that I failed to spot the oncoming express on the same track.

Let me be clear about this - my modelling period is very definitely post-World War 2, big steam and stuff. I have always thought the Robinson 4-6-0s were plug ugly engines, and every time I heard somebody expound on their beauty and style I had always concluded that the world in which we live is truly a strange place. The bug was, however, eating away and I began to realise that there really was something about these 'ducklings' that did catch one's attention. They were around for quite a while so they must have been useful to somebody. I also realised that there appeared to be very few models available for these locomotives. Then, in conversation with a modeller of note, while discussing the scarcity of such models, I opened my big mouth and indicated that it should be possible to build the whole set of Robinson 4-6-0s using a large number of common parts and run them as P4 models. Big mistake, huge!

Further investigations

The more I looked around, the more engrossed I became. I was able to view a few of the GAs (General Assembly drawings) from MOSI (Museum of Science and Industry) in Manchester who then promptly closed down their archives over a two-year period for a major rebuild of the whole site, aimed at persuading small children that we were about to run out of water. In Manchester?

Motive

At about this time, *Scalefour News* and *MRJ* ran articles about using etched brass or nickel silver to produce kits. There were some discussions and a few minor disagreements about methodologies but the consensus seemed to be that models could be built by the private modeller for personal satisfaction using modern tools and at a cost that would be within modest budgets. A rough calculation showed that such a model could be completed at similar cost to a fully fitted kit. I'll have some of that, I thought. Before I realised it, I had scanned some of the GAs into computer files and added them to some CAD (Computer Aided Design) software. I was committed (although that is not quite how a certain young lady of my acquaintance so very kindly expressed it) and started work in earnest. I had opened my big mouth in public and now had to deliver something.

Means

I suppose being slightly computer literate is a start. I have been fortunate to be in at the leading edge of a number of information technology tools, not as a designer of course, but as an enthusiastic user. Way back in time when Peppercorn ruled the East Coast Main Line I was told by a headmaster at school that the best way to get things done was to give the job to the laziest boy in the class as this would guarantee the best and most efficient outcome. Not that I admit to being the laziest boy in the class – although I had to edit a few school reports before they were seen by my parents.

Information technology was a godsend to me. It allowed me to be lazy while appearing to be extremely busy. It took many years to discover how false this premise really was!

The kids leaving home was another enabler. They earned their own money after leaving school (most of the time) and then moved out. This left us with a couple of spare bedrooms, one of which immediately became 'the office'. While I had always thought this was a small space (by comparison with newly built houses, this ex-bedroom is huge), it rapidly became filled with shelving, desk and a workbench. It now seems to be a small, crowded space and very cramped.

Opportunity

I retired from my part-time unpaid job recently which now gives me a lot of spare time. Daytime television is not an option. Pensions have started to arrive which now give a slight excess of income over expenditure, so any new work could be funded, albeit over time. I was 'good-to-go' as my antipodean son-in-law is wont to say so often.

And so it begins

What began as an accident has become an obsession and is consuming much of my spare time. I planned to make an easy start, just by designing the etch for a GCR tender using some original drawings as a basis. This seemed to go quite well at first, although I learned very quickly that my CAD experience wasn't as great as I had thought it was. I entered a steep learning curve in translating original drawings and later drawings, such as those from Isinglass and PDH, into viable items that could be used to generate an etch diagram at the same time as making a foundation for a set of building instructions.

The technique adopted was simply to stick with the original dimensions in all the drawing details. In that way, no translations would be needed except for the final drawing to be sent to the etchers, although I had nightmares about forgetting to do the final downscaling and finishing up with a full-scale locomotive!

Compromises

Trying to use exact measurements was only the start. While I could read from the original drawings the true measurements for the frames, the 0.012" that most etchers can supply is the nearest I could get to absolute accuracy. At this width in model form, the frames are decidedly flimsy so it was necessary to include all the frame stiffeners in the design, irrespective of complexity. 0.012" equates to metal thickness of 0.91" so this is passably close to the steel sheets used which were 0.875" or 7/8". Footplates at 7/16" were a dilemma and forced the second of further compromises since the same applied to much of the tender body. The third major compromise was in the well tank area of the tender. This was really just a waterproof box stuck under the main tank to increase capacity overall for the least cost. There were internal frames for the tender which were separate from the well tank, but the space between them was so small as to be almost invisible. It was a considerable relief to amalgamate the two into one structure and simplify the whole design.

The last major compromise was the width of the conjoined well tank and internal frames. The measurements stated in *Digest Sheet 1.2 'P4 Track and Wheel Standards'* meant that the actual inside frames for the locomotives had to be set inwards a little to ensure the wheels would be clear of them. Since the wheels in P4 would be sprung, there is also a possibility, even with restricting vertical movement to +/- 0.5mm, of them catching and thus shorting on the frames. So I set them inwards a tad more. Precision engineering this is not, but being careful is good engineering.

Once the material sizes for all the parts were determined, it was time to reflect these back into the original CAD drawings, all using the 3D capabilities of most drawing software. This was how I arrived at the final CAD rendered diagrams which form part of the assembly instructions.

Help from other sources

It was very nice of the Bo'ness people to send D49/1 no.246 all the way to Llangollen for the Festival of Steam in April 2009. I got a lot of insight into how things fitted together. It was doubly fortunate that *Morayshire* was fitted with a GCR tender when built by

Gresley in 1927. I am also grateful to others who offered advice – but the old joke about 'if I was doing this I wouldn't start from here' proved to be so very true in the end.

The first test etch

The submission of the drawings for the first test etch and the receipt of the etch was quite interesting. I was still at the stage where I was doing this for my own interest, nothing else was riding on its production except some satisfaction at what I had done so far. Then I spotted all the mistakes! While most of it fitted together far better than I had thought possible, since I had chosen exact measurements for the tabs and locating slots, some care was needed when fitting parts together. In a couple of cases it would have been easy to bend a part out of shape if even a little force was used.

The main advantage of using software rather than pen and ink is the resultant accuracy, and in principle any design should be so well fitted that alignment tools are rarely needed. I shall probably have to eat my words on that statement later!

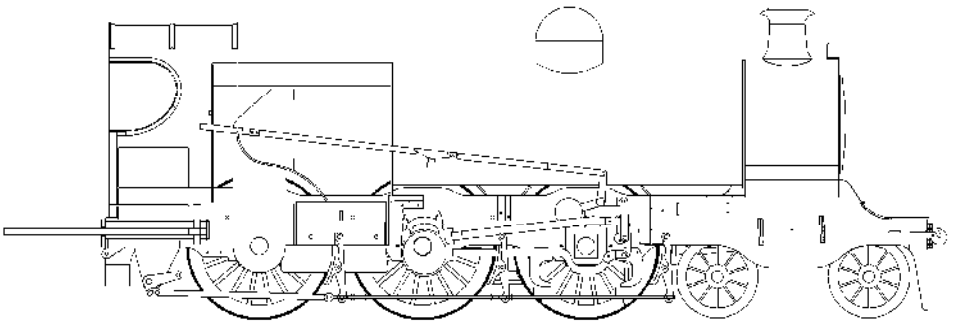
(Eating one's words later; on the locomotive etch received later which was a thicker material, the tab and slot idea proved to be a little looser than expected though within building tolerances. Must remember that holes get larger when etched – especially for thicker material!!)

There were little niggles all over the place and I made 37 changes to the layout on the drawing and to some of the components where assembly didn't quite work out as I had intended. A second test etch was duly prepared and this turned out to be so much better, albeit a couple of minor changes were still needed. I showed this to a few people and received some favourable comments. Then things began to get really interesting.

The locomotives

I had settled originally for the Class 8F ('Imminghams') as the first target to be tackled, which along with the Class 8C seemed to be fairly straightforward with a lot of commonality with other 4-6-0s from Robinson, but it was the Class 8 (the so called 'Fish Engines') that attracted my interest in the end. I began to concentrate on these but realised very quickly that there were complexities within complexities.

After the Grouping, the Class B5, as they had become, were superheated between 1923 and 1936. The saturated and superheated versions became LNER B5/1 and B5/3. Loading gauge issues also meant things had to be cut down on top – goodbye to the rather stylish GCR chimney which was replaced with rather less stylish flower pot.



This is an early composite of the Class 8 or B5/1 showing the general layout with cab, firebox and boiler, brakes and motion. The gearbox outline is for one of those excellent High Level affairs to be powered by the usual Mashima motor. Stephenson's valve gear is shown but this really should be an optional item since it is barely visible even when using the CAD rendered version to examine the internal works up close.

When starting the drawings I found that the most difficult thing to do was to get organised. So many of the ideas were new to me that I floundered for quite a while and there were several iterations of the first set of drawings. One nice thing about current CAD software is the ability to put different parts of the design onto different layers. It permits visualisation of the complete thing in much easier terms than trying to do the whole thing at once. Although starting with the frames, (the easy bit or so I thought – but wrong on so many levels) I soon found that I needed to separate out the dimensions onto their own layer so that the creation of the 3D version could become a fairly simple extrusion. I had started by tracing the GA into the software and then attaching dimensions, although it was far easier in the end to create all the dimensions independently and then create the 3D component. I ended up with 21 layers including the etch layers!

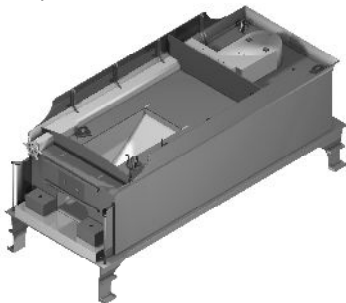
In addition to the above I found it convenient to add three spare layers. Sometimes I found it necessary to amalgamate layers to work out a problem and the spare layers were very handy for that. I have always been keen on documentation because I tend to jump around between enterprises. When I come back to something I had shelved a while ago I always find it useful to have a note of what I had done and where I was up to. The extra layers were also to be used for producing the construction drawings – although this was for the future.

Along came an arachnid

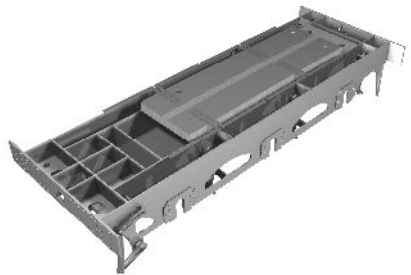
I really don't know how it happened, but somewhere around June last year it became apparent that there could be some wider interest in what I was doing. Before I knew it, small daughter, she of the book keeping tendency, had me attend an HMRC seminar on starting a small company. I soon found out that this was iceberg territory and the prospect of setting up shop appalled me, so I had a cunning plan. In early September 2010, I put a proposal to the Scalefour Society Committee and this was accepted. In effect, whatever I can produce (which of course is subject to my own budget restrictions) will be available to modellers through the Stores.

And finally

On my workbench at the time of writing (mid-November 2010), I have the first test etch for the Class 8 (LNER B5) chassis, which is for P4 and EM. It looks interesting and as I start to build it, I will also be writing the construction notes which will form the second part of this article, subject to the editor's approval. I'm going to be quite busy over the next couple of months!



The tender viewed from the top showing the scoop mechanism covers and actuating wheel. This is the original tender version, later versions were self-levelling but with the same frames. The release of the Bachmann 04 provided an interesting comparison.



The final version of the frame shown here with the current collecting PCB fitted, and plenty of space for both lead weights and a DCC chip.

Next Time - The arrival of the new baby in which a budding entrepreneur adds to his Christmas list – thus creating yet another diversion – and tackles some long forgotten aspirations.

The Great Central Railway and Shakespeare's birthplace by David Wrottesley

The Editor, in *Forward 164*, wrote: "An interest in railways and maps seems to be an inevitable combination." I must also admit to being a mapaholic. I have a large collection which also includes foreign railways. My favourite is the 1960 *Ian Allan British Railways Pre-Grouping Atlas and Gazetteer*. Unfortunately it is flawed when investigating the GCR prior to 1923 as I discovered recently as regards to the connections and junctions at Woodford Halse.

My wife and I had been on holiday in May 2010 in Walton, near Stratford on Avon. We went into Stratford to visit and found the town was engulfed with people from, not only the UK, but around the world. I knew the place was popular as it is perceived to be one of the most important tourist destinations in the UK. I was amazed at the number of people who arrived in coaches from London.

On another day, we drove beneath a disused railway bridge near Ettington. This used to convey the Stratford on Avon and Midland Junction Railway, known to railway staff simply as the SMJ. The only track left in situ is from Fenny Compton to Kineton. This line was originally known as The East and West Junction Railway. This was a curious combination of four original lines, all of which had been financial disasters. It was a very unusual cross-country railway. It was better known, not for its passenger trains, but for the Midlands iron ore traffic to South Wales and the banana trains from Gloucester Docks/Avonmouth to London. In the 1920s and 30s it was upgraded and played a crucial role in World War 2. It remained, however, a long single track rural switchback with eight passing loops and various branches. The passenger services between Blisworth and Stratford had actually been suspended between 1877 and 1885 due to financial problems. It became the Stratford-upon-Avon and Midland Junction Railway in 1909 and remained independent, with headquarters at Stratford on Avon, until amalgamated into the LMSR in 1923.

I recall travelling over the line with my father, John Wrottesley, on an RCTS special in April 1956. We accessed the SMJ at its eastern end at Ravenstone Wood Junction and travelled through to its western end at Broom Junction. The ancient ex-MR Johnson 3F 0-6-0 took on water at both Byfield and Stratford, where we had photo stops. The line had been freight only since 1952. I recall that on the timings sheet there was a warning that if passengers leant out of the windows on the section after Olney there was a danger of being struck by overhanging tree branches!

Both the GCR, and later the LNER, had a direct and long term freight and passenger interest in this route. The GCR in particular tried to serve the Stratford tourist market. I do not think this has been featured in *Forward* for some time. There is little information in Dow about the GCR involvement with the SMJ and with Stratford on Avon in particular. An excellent book with a detailed history of the line is *The Stratford-upon-Avon and Midland Junction Railway: The Shakespeare Route* by Arthur Jordan (Oxford Publishing Company, 1982). Another helpful book is *Branch Lines Around Towcester: The SMJ Routes* by Vic Mitchell & Keith Smith (Middleton Press, 2008).

If various schemes projected for the use of the old SMJ line had materialised, the serving of the long standing "Shakespeare at Stratford" tourist industry might have been very different. This is because, as the London Extension was being considered, the GCR had also been examining the possibility of reaching Birmingham Snow Hill from London Marylebone via Woodford and over the SMJ to Stratford. The line would have been doubled between Byfield and Stratford. The service from Marylebone would have run through to Stratford (SMJ) and then headed north to run via Stratford GWR and on to Birmingham via Henley-in-Arden on a new line. This proposed new line became known as the North Warwickshire Line and was eventually built and opened by the GWR in 1908 as part of a new route into Birmingham, with a new station and terminus platforms at Birmingham Moor Street opening in 1909.

The GCR not only had aspirations about Birmingham but also had high hopes of developing both regular and excursion traffic from London and elsewhere to Stratford. It had built, as part of the London Extension, a north-to-west junction immediately south of Woodford station and a south-to-west junction south of the E&WJ bridge. Running powers for the GCR were agreed over the E&WJ line to Stratford. However, the GCR, as part of their agreement on the proposed GW&GC Joint line, withdrew their interest in Birmingham.



*Woodford North Junction looking towards Woodford & Hinton station. The line on the left makes a connection with the SA&MJ at Woodford West Junction just east of Byfield station. The line on the right is the London Extension to Marylebone.
photo: S.W.A. Newton/Leicestershire County Council*

The GCR appears at the same time to have had a massive change of mind about running regular advertised through services from Marylebone to Stratford over the newly built south-to-west curve. As Dow writes (vol. 2, page 343): "During the same month (*April 1899*), a passenger service was operated over the south curve at Woodford from the Great Central to the East & West Junction. It was represented by a solitary train, which left Marylebone at 5.20 p.m. and terminated at Byfield at 7.36 p.m., whence there was a connection to Stratford-upon-Avon. In September the service was worked, Saturdays excepted, via Woodford and the north curve to the E & WJ, and in the following month to Woodford only, no mention then being made of Byfield in *Bradshaw*. Thereafter the south curve fell into disuse."

I am sure that it was due to the precarious nature of both the E&WJR and the GCR finances in 1899, that it was decided that any service from London to Stratford would have to be developed slowly if at all. It is possible that excursion/special trains through to Stratford ran from Marylebone via this south curve, but I am sure timetabled through services were never run after this time. This GCR Stratford "experiment" had been introduced in 1899 to compete with the service from Blisworth to Stratford via

Towcester, which provided a very long and slow journey. LNWR through carriages to and from Stratford had been operated via Blisworth since 1885 and were attached/detached to main line services from Euston.

The second competitor for London to Stratford traffic was the GWR via Hatton. They had provided, from 1859, connectional branch services to their separate station at Stratford. The branch service had connected at Hatton with express services from Paddington to Birmingham Snow Hill via Oxford, Banbury and Leamington Spa. However, not everybody was satisfied with the GWR, for a letter to a local paper said: "There should be a convalescent home for GWR trains, because many of the vehicles must be very tired, judging by the long rest they require at every station, and the hours must be enforced leisure at every junction."

It is interesting to note, that when GWR trains from Paddington to Birmingham Snow Hill were being speeded up as a result of being diverted via the new GW&GC Joint line and the Bicester cut off (opened in 1910), the GWR still did not provide direct through trains from Paddington to Stratford. A GWR timetable for that year reveals connections still had to be made at Hatton. It would seem that although the GCR agreed to give up its interest in Birmingham, as part of the GW&GC Joint arrangement, it was agreed with the GWR that the GCR would still provide a service to Stratford from Marylebone via Woodford with through carriages. This would compete with the LNWR and their through carriages via Blisworth and also be an alternative to the GWR connections at Hatton. There was no question of the GWR connecting with the SMJ at Fenny Compton (for Stratford) despite the close proximity of lines and platforms on both companies' tracks.

By October 1900 the connection at Woodford South Junction had been disconnected and the spur used as a siding from Woodford West Junction. Interest in Stratford and the SMJ was however retained and developed by the GCR. They built an additional branch platform, originally made of wood, at Woodford. This platform was connected to the London Extension island platform by a footbridge. The opening of the London Extension eventually brought about an increase in the number of trains on the SMJ, so that by 1908 there were eight up trains from Stratford on Avon, four being to Blisworth, of which two detached carriages at Byfield or Woodford West Junction to be taken forward by GCR engines to Woodford for attaching to Marylebone trains. A GCR milk van was also attached to the first train of the day and detached at Woodford. Churns had been loaded at all SMJ stations and were destined for the Express Dairy Company in London.

In the opposite direction the operation between the GCR and SMJ became even more complex as it developed and changed. This, after the initial curious through train from Marylebone to Byfield had ceased. There were, by 1908, seven services from Woodford to Stratford. This included three trains that conveyed through carriages for Stratford, detached at Woodford off services ex-Marylebone. Four SMJ trains meandered across from Blisworth to Stratford of which one picked up a through GCR Marylebone carriage. It stopped at Woodford West Junction after crossing the GCR main line on a bridge. It then propelled its train into Woodford station to attach the through carriage before returning to Woodford West Junction again and continuing to Byfield and Stratford. The previous train had its through carriage brought from Woodford to Byfield by a GCR engine and attached there. Another Blisworth train had a carriage attached at Woodford West Junction by yet another GCR local movement. These last two trains had through carriage connections from Woodford but not ex-Marylebone. They simply provided local connections from the GCR at Woodford into SMJ trains. The fourth Blisworth train had no GCR connection. There were three other services that went direct from Woodford to Stratford. The 5.45pm and 7.42pm departures from Woodford conveyed through carriages from the 4.00pm and 6.20pm departures from Marylebone.

However, it was the 10.47am SMJ train ex-Blisworth that reversed twice to pick up a through carriage, that I find the most interesting. This carriage was on the 10.00am ex-Marylebone and the prime train for day tourists to Stratford from London. It was

detached from the Marylebone train, attached to the SMJ train and left Woodford at 11.35am. It called at all stations arriving at Stratford at 12.22pm. By 1910, however, it had been decided that the number of through trains from Woodford to Stratford should be reduced from seven to five, and the service altered if the Stratford tourist market was to be developed. In consequence the 10.47am Blisworth train would run only to Towcester and a separate train, starting at Woodford and conveying the 10.00am ex-Marylebone through carriage, would be introduced, leaving Woodford at 11.35am. It would arrive at Stratford at 12.19pm. The two companies agreed that the method of detaching/attaching carriages at Byfield/Woodford West had to be improved. In consequence, by 1911, all GCR local workings onto the SMJ to Byfield were withdrawn and arrangements were made for all through Marylebone carriages to be worked by the SMJ into and out of Woodford where they would be attached/detached to Marylebone services.

In 1911 it would seem that interest in the Stratford tourist market by the GCR had declined as there was no longer a through carriage service from Woodford at 11.35am off the 10.00am ex-Marylebone. A local service departing from Woodford at 11.30am was provided instead. The other two through carriage workings (4.00pm and 6.20pm ex-Marylebone) remained, however. In 1912, interest started to pick up again as the timetable shows an improved service. The first train of the day ex-Blisworth ran round at Byfield and went back to Woodford station. This, before running round again and proceeding to Stratford after calling at Byfield a second time. This train provided a connection with the 06.45am ex-Marylebone. The through carriage service off the 10.00am ex-Marylebone was reinstated with the original 11.35am ex Woodford departure but this time with only one scheduled stop at Kineton arriving at Stratford at 12.12am. Such an "express" service was a new development for the SMJ. There was a note in the public timetable for both Fenny Compton and Ettington which read: "Stops to set down Passengers from Great Central line on notice being given to the Guard at Woodford and Hinton." I am sure that the 11.35am service appears in a photograph as a 3 vehicle SMJ train at Stratford. It is hauled by a 2-4-0 tank engine and consists of an elegant through GCR bogie brake composite and two somewhat spartan SMJ vehicles, one six wheeler and one four wheeler.

Further development had occurred in 1907 whereby the first slip carriage working for Stratford was introduced on the 6.20pm ex-Marylebone. As the Sheffield bound express approached Woodford the carriage on the rear of the train was disconnected from the rest of the train by a second guard in the front brake section of the slip carriage. The slipped carriage, after continuing to run forward under its own momentum, was brought to a stand in the platform by the use of the automatic brake operated by the second guard. The carriage was then attached to an SMJ train for Stratford. It is my belief that by 1912 the slip vehicle was attached to the 4.45pm train from Marylebone and not the 6.20pm. This is because in 1912 the connecting SMJ service at 6.23pm was upgraded to an "express", similar to the 11.35am departure. The connection off the 6.20pm ex-Marylebone remained as a slow all-stations service over the SMJ to Stratford. In later years the slip carriage returned to the 6.20pm ex-Marylebone.

The amalgamation of the SMJ into the LMSR in 1923 brought about many changes and meant an immediate decline in LNER involvement. The 1926 timetable reveals only 3 trains from Woodford to Stratford and return. The connections from Marylebone via Woodford are reduced to one through slip carriage, off the 6.20pm. This returned on the 7.55 am ex-Stratford the following morning. A Stratford day trip on the 10.00am ex-Marylebone (11.35am from Woodford), returning on the 4.35pm ex-Stratford was no longer an attractive proposition, but the tourist element was not entirely forgotten by the railways.

The GWR had introduced a through carriage to Stratford on the 09.10am ex-Paddington via Bicester, detached at Leamington Spa. The LMSR felt that the hotel, rather than the day trip element of the tourist industry in Stratford, was something that could be to their

benefit. A return occurred to the pre-1899 situation whereby passengers for Stratford from London, who did not choose the GWR service via Hatton, could travel from Euston via Blisworth. The LMSR in 1931 had opened the exclusive Welcombe Hotel in Stratford. The LNER and GWR watched with interest, as in June 1931, the LMSR introduced an "express" service over the SMJ to Blisworth, connecting with Euston services. The up service left Stratford at 4.35pm and then returned, after both up and down connections had been made at Blisworth, to arrive back at Stratford at 7.40pm. It stopped only at Towcester. The overall journey time between Stratford and Euston was just over 3 hours. The train consisted of an ex-MR 0-6-0 and one ex-MR clerestory brake composite carriage.

On the 23rd April 1932, Shakespeare's birthday, the LMSR introduced the "Ro-Railer" on this service between Stratford and Blisworth. This was a four wheel motor bus on the road, and a four wheel rail car on the railway. It was one of several railway experiments made at that time to combat the challenge of road transport and caused considerable interest in the transport industry. The "Ro-Railer" was garaged at the Welcombe Hotel and made the road journey of 3 miles to the Stratford SMJ station before it transferred to the rails. Unfortunately an axle broke in June 1932 and the short-lived experiment came to an end. An ex-MR 0-4-4 tank and one carriage took over the service but that did not seem to attract the passengers.

Then in December 1935 an accident occurred at Woodford involving the Stratford slip carriage on the 6.20pm from Marylebone, after it had been detached. Several passengers were injured. In consequence of this accident and following a report from the Ministry of Transport, the slipping of carriages on all LNER services was discontinued as from February 1936. (The LNER slip carriage operation varied from the GWR method, which was finally discontinued at Bicester in 1960.)



BR class L1 2-6-4T no.67789 with the 2.20pm transfer freight from Woodford Halse at Woodford West Junction. The train is being backed into the sidings that once formed the south-to-west spur. The line coming in from the left is from Woodford North Junction. The bridges visible in the background carry a road over the SA&MJ and the south-to-west spur. The GC main line passes under the SA&MJ at a point beyond the bridges. Byfield station is directly behind the photographer. Date is unknown.

photo: Neil Sprinks

Decline continued until by 1946 there was only one afternoon connection at Woodford back to SMJ stations and an evening connecting service from Stratford to Woodford. Passenger services from Woodford to Byfield were withdrawn in 1948 and over the remainder of the SMJ in 1952. Stratford on Avon retained its through carriage on the 09.10am ex-Paddington, returning on the 5.41pm, but even this was withdrawn sometime before direct Paddington to Birmingham Snow Hill express services via Bicester were withdrawn in 1967. A reduced residual stopping service to Paddington was retained.

The 1970s were a period of even further retrenchment. Snow Hill closed in 1972 and the residual service to Paddington was diverted to New Street. In 1974 this service was diverted back to the original GWR Birmingham route via Oxford apart from one train in each direction that was retained for people from Bicester. Few passengers for Stratford travelled from London via Oxford on the diverted services as it involving changing at Leamington Spa to a very infrequent connectional service. In this period, there was even the possibility that Stratford would lose its services to the north to Birmingham Moor Street via the North Warwickshire Line. Although a new two hourly Banbury service from Marylebone had been introduced, I suspect few travellers to Stratford used this bearing in mind they had to change at Banbury and again at Leamington Spa. I recall the situation whereby tourists in London were even told that people wishing to travel to Stratford by train should go from Euston to Coventry and get a bus. The low point was eventually reached when it was proposed to close Marylebone altogether and turn it into a coach station.

The recent success story since that time includes the reopening of Birmingham Snow Hill in 1982, and the extension of Marylebone-Banbury services to Snow Hill in 1992. However, it is the development of services from London to Stratford that I find most interesting. The first was the reintroduction of through services from Paddington to Stratford. This was achieved first by the extension of a Thames Trains Paddington-Oxford service to, first Banbury, and then to Stratford on Avon via Leamington Spa. A return service was offered and, at last, it gave a suitable amount of time at Stratford for day tourists from London. The ex-GWR branch service from Leamington/Hatton, outside the West Midlands PTE area, has always been the subject of much debate within Warwickshire, and even more so since the reintroduction of yet more through services from Paddington/Oxford to Banbury/Stratford.

The 2010 timetable showed four through trains from Marylebone to Stratford and good connections at Leamington Spa off five Snow Hill services. The timetable introduction states: "There are a number of alterations. These include a new faster service from London Marylebone to Stratford on Avon designed to make it easier to have a day out in Shakespeare's home town. For the first time it's possible to do the trip from London in less than two hours." This is because the First GW services to Stratford from Paddington had now been diverted to run to and from Marylebone. They have become part of an integrated improved "Chiltern" timetable on the ex-GW&GC Joint. It proves that over 100 years ago the GCR was right in saying that there was a market for trains from London to Stratford on Avon from their terminus at Marylebone.

Editor's note: The SA&MJ was featured in a short article by Ken Grainger on p8 of *Forward 154*. The article was accompanied by the photo mentioned by David Wrottesley of the SA&MJ train at Stratford that included the GCR through carriage. There was also a map of the SA&MJ. Letters relating to specials over the SA&MJ appeared in *Forwards* 161, 162 and 163.

Bachmann is introducing a range of models in its 00 Scale Scenecraft range based on Rothley station on the preserved Great Central Railway. The items are coded from 44-114 to 44-121. The station can be constructed with overbridge or underbridge access making it a suitable model for many of the stations on the GC's London extension.



Two views of "Charwelton", an exhibition layout in OO gauge by the Coventry MRS.
Above: A Standard 9F 2-10-0 passes through the station with an up train of oil tankers. Note the sidings on the left and the branch to the ironstone quarry. *Below:* A class B1 4-6-0 arrives at Charwelton with a semi-fast for Marylebone. Note the effective use of a realistic sky backdrop.

photos by Tony Wright, courtesy of Warners Group Publications





'Aurora' at Sheffield Victoria. Class EM2 Co-Co no. E27002 *Aurora* steam heats the stock for the 11.45am to Manchester in the centre road at Sheffield Victoria. The nameplates and builder's plates have already been removed from the locomotive. (Where are they now?). The addition of the circular windscreen wiper has created a strange monocoed effect. Was this unique to 27002? The date is 21 Feb 1968.
photo: Bill Wright

Items sold recently by Great Central Railwayana Auctions

(forthcoming auctions at Stoneleigh Park will be on 16th July and 8th October)



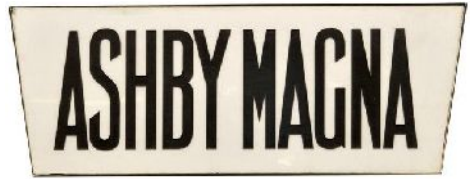
A GCR wooden home signal arm by Saxby and Farmer, complete with glazed spectacle plate and spindle, overall 46" long. Sold for **£360**.



A Manchester, South Junction and Altrincham Railway guard's pocket watch by Limit, complete with second hand, the back of the case engraved "MSJA, 19". Sold for **£300**.



A locomotive worksplate, LNER, 5104, 1904. From class D9 no.5104. Withdrawn from Trafford Park in 1944 and cut up at Gorton Works. Cast brass, 9"x5", the front cleaned. Sold for **£380**.



A GCR platform lamp glass, ASHBY MAGNA. Engraved milk glass, 1 1/4"x4 1/4". Sold for **£180**.



A GCR platform seat from Rugby Central station, 144" long, in original condition and complete with cast iron letters RUGBY on the top bar. Sold for **£700**.

Arrivals on the bookshelf

"Scenes From the Past: 11A - Railways in and around Nottingham" by Bill Taylor.

Published by Booklaw, 2011.

Softback with 128 pages.

ISBN: 978-1907094682

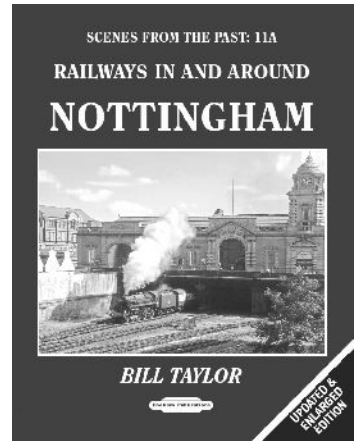
Cover price £17.95

www.booklaw.co.uk

This is the 2nd edition of the 1991 title by V.Foster and W.Taylor, originally published by Foxline. This updated and extended version was launched on 19th March at the Nottingham Model Railway Exhibition. As well as revising the original material, Bill Taylor has added extra photos, including 8 pages in colour.

It is good to see the Foxline titles given a new lease of life with Book Law. Watch this space!

Bob Gellatly



"The Cheshire Lines Railway between Glazebrook and Godley: A route of strategic importance" by Bob Pixton.

Published by Kestrel Railway Books, 2011.

Softback with 136 pages and over 300 photos.

ISBN: 978-1905505210. Cover price £15.95

<http://kestrelrailwaybooks.co.uk>

Long before today's road-dominated freight transport service, there was a line that bypassed the city of Manchester to the south. This route connected the Manchester Sheffield & Lincolnshire Railway (later the Great Central Railway) from Sheffield with the Cheshire Lines route between Manchester and Liverpool. On its way, it connected with almost every other line in the district to create a vital artery for goods traffic.

Much of the coal finding its way to south Lancashire and the docks at Liverpool passed along this line from the pits of Yorkshire and Derbyshire. Goods from the docks also used the line to reach the conurbations east of the Pennines, and of course, every loaded coal and goods wagon produced an empty one to be returned for refilling. Certain sections of the route were amongst the most intensively worked freight lines in the country.

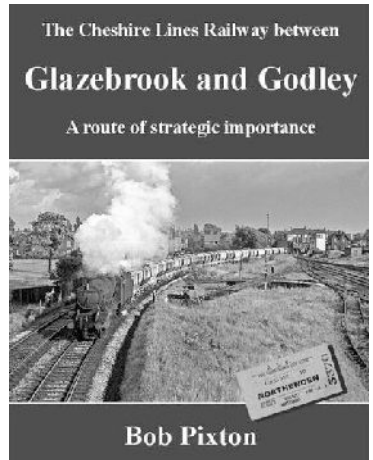
The reader is taken along an imaginary journey from west to east, stopping at all the stations and other important railway features along the line. While the main focus of the book is the route between the two towns, the traffic and the connections generating it are explored as they arise along the journey.

From the author of the popular "Liverpool & Manchester" trilogy.

Publisher's information

"Thompson B1 - 61264" A DVD from GB Productions. £15 + £2 P&P. Available from Graham Briggs, 25 Sandfield Road, Arnold, Nottingham NG5 6QA. tel.0115 952 4800. www.steamingthroughbritainshop.co.uk.

Covers running in preservation from the beginning through to current overhaul. £5 from each sale goes to the Thompson B1 Locomotive Trust.



The Sheffield Victoria accident, January 25th, 1954

by Ken Grainger

In *Forward 166* I described the workings at Sheffield Victoria in 1957. Trains between the south and the north-east always arrived from the east then departed the way they had come behind a fresh engine. In particular, the time honoured procedure for the York-Bournemouth and its return working was recounted. The morning up working would arrive via Woodburn Junction at about 11.50am, pulling into platform 2 behind a York Dringhouses engine - usually an ex-North Eastern Raven B16 'Bloodspitter' 4-6-0 - and the locomotive would be uncoupled. That engine, which they had just passed, loitering just outside the station (almost invariably a Stanier Black 5) would then back down onto what had been the rear of the train. This was the Bradford (Low Moor) engine which, half-an-hour or so earlier, had handed over the up 'South Yorkshireman' to a Leicester engine. She then had ample time for filling up with water, having the fire cleaned and the making of a fresh "brew". She would still be wearing the 'South Yorkshireman' headboard, but now turned back-to-front, pending taking over the down return working later that evening. And so she would set off at 12.02pm, departing eastwards, the way she had come, before turning south at Woodhouse East Junction. She would take the Bournemouth train as far as Leicester Central.



BR B16/3 4-6-0 no.61464 under the wires at Sheffield Victoria's platform 2 after arriving with the York-Bournemouth. The loco is carrying the York (50A) shed plate. The train will continue its journey in the opposite direction behind a Bradford (Low Moor) Black 5. photo: Jim Thompson collection

For the return working, the roles were reversed. The 11.16am departure from Bournemouth had once again been taken over at Leicester Central by the Low Moor Black 5, which would come clattering over the turnouts into Sheffield Victoria at about 6 o'clock. With the headboard once more right-way-round, she would then wait to take over the down 'South Yorkshireman', due in at 8.40pm, and finally head back to Bradford. In the meantime she would have been followed tender first into the station by the York B16 light-engine which, having been turned and serviced at Darnall Shed, was ready to couple on at the rear of the Bournemouth-York train and likewise head for home at 6.10pm.

That was how it was supposed to happen, and how indeed it did happen day-in, day-out, with one notable exception. On January 25th 1954, the down Bournemouth–York train was brought to a stand just outside Victoria station at Sheffield No.5's down main home signal and was struck heavily in the rear by the B16 backing down to take the train on to York. Extensive damage was caused to the last three of the train's eight carriages. What had gone wrong?

It had been, according to Colonel McMullen's subsequent report for the Ministry of Transport and Civil Aviation, a dark but clear and very cold night. At about 5.15pm that evening, the block bell signals from Woodburn Junction signal box were not being received correctly at Sheffield No.5 box. The signalmen at the two boxes, George Foulger at Sheffield No.5 and Chris Portas at Woodburn Junction, therefore agreed to consider the bells in both boxes as having failed, and to implement Regulation No.25 - *Failure of Instruments, Bells or Gongs*.

This requires that:

- (a) i. A train must not in any circumstances be allowed to pass a signal box into that section of the line where the failure exists without previously being brought to a stand, and the Driver and Rear Guard advised of the failure. The Driver must, in addition, be instructed to pass cautiously through the section.
 - ii. The Signalman at whose box the bells or gongs have failed must advise the Signalman at the box in advance of the failure by a speaking instrument.
 - iii. When the bells or gongs only have failed and a speaking instrument is available, the Signalman must, unless instructions to the contrary are given, send the necessary bell signals as messages on the speaking instrument ... and the block instruments must be worked in conjunction with the speaking instrument.
- (b) Steps must immediately be taken to have the apparatus put into working order, and when the failure has been remedied and the apparatus is again in working order, the Driver of the next train allowed to proceed through the section over the line or lines on which the failure existed must be cautioned and supplied with a notice intimating that the train carrying this notice will be the last train cautioned through the section, and he must also be instructed to stop at the next signal box and hand this notice to the Signalman. The Signalman receiving this notice must then give the "Train out of Section" signal and the ordinary method of signalling must be resumed.

George Foulger had promptly reported the problem, but the lineman who came to his box at about 5.20pm and tested the bells found everything to be in order. At this point, normal block working should have been resumed but, thinking this would cause delays at what was a very busy time, George opted to continue with the emergency arrangements. This was an obvious contravention of the rules but, with the same motivation, to avoid delaying traffic, neither George or Chris Portas were complying with the requirement of Rule 38 to leave their respective signals at danger and stop each train, only allowing it to continue by their verbal authority.

So it was that emergency working was still in operation when, at 6.00pm, Chris Portas asked George Foulger over the telephone for "Line Clear" for the Bournemouth-York train, running about three minutes late. Because of the frequency of trains at that time, the train had been checked, but not stopped, at each of the Woodburn Junction signals, but it was now brought to a halt at Sheffield No.5's home signal at 6.01 pm. At this point the Bournemouth-York train driver, C.E.Chapman, added his own non-compliance with the rules. He sounded the engine's whistle as he approached the signal at danger but omitted to repeat it after coming to a halt as, he later admitted, he knew to be a requirement of Rule 55.

Rule 55 requires that:

When a train has been brought to a stand owing to a stop signal being at Danger, the Driver must sound the engine whistle, and if still detained, the Guard,

Shunter or Fireman must go to the signal box and remind the Signaller of the position of the train, and remain in the box until permission is received for the train to proceed. In clear weather a train must not stand for more than two minutes at a stop signal before the man goes to the signal box. During fog or falling snow, unless the stop signal is lowered immediately after the engine whistle has been sounded, the man must proceed at once to the signal box.

At the enquiry, Driver Chapman claimed that he had told his fireman to go to the signal box in compliance with Rule 55 after about 2 minutes, but that before the fireman had gone more than a short distance the signal had been cleared, and so Chapman had called him back. They were then just about to set off, with the brakes released, when the tender-first B16 ran into them from behind, seriously damaging the last three coaches and pushing the train forward about 10 yards. The train guard however, considered they had been standing about 3-4 minutes before the collision occurred. He confirmed that the tail lamp was lit.



B16/3 4-6-0 no.1467 resting on shed at Darnall after being serviced and awaiting its return to the north-east on the Bournemouth-York in March 1948. This was a Thompson rebuild of Raven's NER design with three Walschaerts gears.
photo: Rail Archive Stephenson

What Colonel McMullen subsequently established as having happened was that George Foulger, having received "Train Entering Section" in respect of the Bournemouth-York from Chris Portas at Woodburn Junction at 6.00pm, had offered it forward to Sheffield No.4, but had it refused. At 6.04pm, Chris Portas was again on the phone, on another matter, but enquired where the Bournemouth-York was, since his instrument was still at "Train on Line". George checked his Sheffield No.5 instruments, which indicated "Train on Line" for the preceding section and "Line Blocked" for the forward section. This was when George Foulger made the critical (though thankfully, not fatal) error. Without even a glance along the line, which would have revealed the train to be still standing at his home signal, he assumed the train had been passed on to enter the station and that he had forgotten to give "Train out of Section" to Woodburn Junction. Consequently he told Chris Portas that the train had left, and gave "Line Clear" for the B16 light engine, which had been standing at Woodburn Junction's home signal for about 4 minutes.

Immediately the signal was cleared, her driver L. Morton started away. After giving "Line Clear" for the light engine, George Foulger offered it forward to the signalman in Sheffield No.4, who immediately telephoned to ask where was the Bournemouth-York, for which he still hadn't given "Line Clear"? Immediately, realising how serious a mistake he had made, George Foulger asked Sheffield No.4 to accept the train as soon as possible. "Line Clear" was quickly received and Sheffield No.5's home cleared in the hope that the train could get away before the light engine, which Chris Portas confirmed was already on its way, arrived.

There was still one more element to compound matters: the B16's driver and his fireman were both peering along their tender to see the No.5 home signal, which was difficult to spot amongst the newly erected electrification catenaries - it was in fact resited after the accident. It was for this reason that Colonel McMullen absolved Driver Morton from blame for failing to see the train's tail lamp and running into it. Driver Morton estimated their speed on impact to have been 4-6 mph, but the damage indicated it was more likely to have been 12-15 mph.

It was at about 6.10pm that George Foulger learned of the collision, by phone from the sidings, and sent "Obstruction Danger". Control were informed at the same time, but it was not until about 6.20pm that the yard inspector telephoned Control from No.5 box and reported that there were casualties. Thus calls for assistance did not go out until 6.25pm.



Bradford (Low Moor) Black 5 4-6-0 no.44912 passes Killamarsh Junction signal box with the Bournemouth-York in August 1954. The train will be handed over to a B16 at Sheffield Victoria and the Black 5 will wait to return to Bradford with the down 'South Yorkshireman'. photo: D.M.Sutcliffe

Nineteen passengers and four railwaymen had suffered injuries, of whom four passengers and three railwaymen were taken to hospital, though none needed to be detained. The remainder received first aid from station staff and from a doctor, who had fortuitously been travelling on the train, both at the site and at the station where the undamaged part of the train had been drawn forward with all the passengers, arriving at 6.55pm. Further assistance was then provided by another doctor, aided by Sheffield City

and British Transport Police, who were quickly on the scene. In the meantime the first ambulance had arrived commendably quickly, as close to the site of the collision as possible, but was redirected to the station.

It could have been very much worse. Both main lines were blocked, with normal working over them not resuming until after midnight, pending which passenger trains were worked over the adjacent goods lines. The damaged carriages were dragged into the adjacent sidings, which is where David Sutcliffe, then on the clerical staff at Victoria, photographed them the following morning. The underframe of the last carriage was bent and internal fittings were shattered, but the bodies of both this and the next-to-last carriage, another 1951-built BR Mk 1, stood up to the collision remarkably well, despite the bogie centre castings being broken and the bogies displaced. The buckeye coupling between them broke leaving a gap of about 3 yards between the carriages. The third carriage from the rear was a 1927-vintage ex-Southern Railway restaurant car, the underframe and body of which were distorted, with one pair of wheels derailed, and the trailing end of the body stove in.



The damage caused to the ex-SR restaurant car is evident in this photograph taken by David Sutcliffe on the morning after the accident. photo: D.M.Sutcliffe

Colonel McMullen's verdict was predictable. Inevitably blame was most pointedly directed at poor George Foulger for it was he who had given "Train out of Section" when the Bournemouth-York was still standing at his home signal, which he had only to look out of his windows to see. It was also what his block instruments indicated, but he just thought he had forgotten to update them - an inexplicable lapse for a 63 year-old signalman with over 30 years experience and a clear record. George Foulger was also criticised for not reverting to normal working when the No.5 bells were tested and found to be in order, in which case the collision would not have happened. Both he and Chris Portas were blamed for disregarding the Rule 38 requirement that each train should be stopped and its driver verbally warned to proceed with caution. The B16's driver was not criticised for failing to see the train's tail lamp when he was concentrating on spotting a difficult-to-see signal, but the Colonel thought he might have seen the tail lamp and avoided the collision if he had been verbally warned to proceed cautiously. Both signalmen had been guilty of putting the avoidance of delaying trains before safety.

Driver Chapman of the Bournemouth-York train was also apportioned blame for not complying with Rule 55, an omission for which he could offer no excuse. Had he sounded his whistle when brought to a stand at the No.5 home signal, George Foulger would have been less likely to forget the train was there. Colonel McMullen was also dubious about Driver Chapman's judgement of time, and suspected he had waited 3-4 minutes before sending his fireman to the signal box, but it could never be known for sure whether, if sent within the prescribed 2 minutes, his fireman would have arrived at the box in time for the accident to have been avoided.

As Colonel McMullen concluded: "This accident could have been prevented if any one of three experienced railwaymen, two signalmen and a driver, had done what he knew was required of him". But, how many of us can claim, hand on heart, that we have never bent rules when it has seemed expedient to do so? There but for the grace of God... .

The Class 2 new build project

Readers will be aware of the Ruddington based project to build an MS&L/GC Class 2 (LNER D7) locomotive. However, to give new impetus to the project, it is being relaunched as "The GCR 567 Locomotive Project". The following is an extract from the Great Central Railway e-newsletter of 12th May.

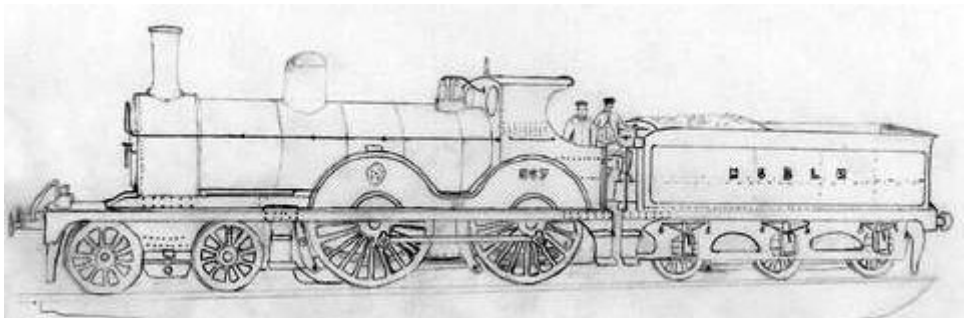
An ambitious project to build a new example of a long dead class of locomotive is to be formally launched in May 2011. Joining the growing ranks of 'new builds' is No 567, originally a Manchester, Sheffield and Lincolnshire Railway Class 2 4-4-0 which once hauled express trains across the Woodhead route.

Already two major donor parts for the locomotive are in hand giving the project a huge head start. It is estimated it could be complete in ten years at a cost of around half a million pounds. The new locomotive will be based on the Great Central Railway but will be available to visit other heritage lines.

Appropriately enough, the project will be formally launched at the modern day Great Central Railway's Golden Oldies gala on May 27-30. On Sunday 29th May, as vintage machines ply the Loughborough rails, enthusiasts will be able to find out more about the Class 2s and the exciting plans to recreate one. There will be a display stand where people can sign up to support the project and a series of free presentations to reveal the full details of the plans.

The funding plan envisages 567 supporters signing up to give £5.67 a month for ten years. Allowing for a slow start, when the effects of gift aid are factored in and possible corporate component sponsorship, this will deliver the funds at a rate the project can sensibly use them and provide for contingencies. As has been proven by other new build locomotive projects, as progress can be demonstrated so more supporters are encouraged to sign up.

To make a donation please contact Andrew Horrocks-Taylor mob: 0778 9937712
e-mail: GCR567Loco@yahoo.co.uk www.GCR567loco.co.uk



Great Central locomotives around Lincoln Central at the Grouping A selection of photographs from Bryan Longbone's collection

One thing that could be said for the Grouping was the continuity of locomotive and train working in the early period of the LNER. No "clearing of the decks" but sticking more or less to the same, and giving time for the new structures to meld into a prospective working arrangement.

At Lincoln Central just such an assemblage of pre-Grouping types was the norm. A goodly mix of former LDECR, GNR, GER, NER, MR and the GCR (any one know of any more companies?) ran the daily services to all points of Lincoln's rail arteries. The GCR worked up to Grimsby/Cleethorpes with goods more than passengers, and points westward to Chesterfield and a little further. The GC loco was soon absorbed into the LNER version, but the locomotives of this company maintained their workings as will be evidenced from the accompanying photographs.

But being off the "main lines" at Lincoln, the mix was of former MSLR and early GCR types, with no need for the really heavy passenger types and only moderately powered goods locos were sufficient. The traffic worked did not require anything more powerful. Not until displacement off other routes did the various 4-6-0s and Atlantics come to the county town.

The following photographs were taken, when not dated, a wee bit before or a wee bit after the Grouping. No doubt, with a lot more time researching what loco was where at any particular time, a more detailed note could be captioned, but personally I think this can be pedantic and not required.



A GCR class 8G 4-6-0 stands on the through road at Lincoln Central. A Robinson design of 1906, the ten members of the class were numbered 1105-1114, following the ten 'Imminghams' 1095-1104, of which they were a smaller wheeled version. They became class B9 under the LNER and the Lincoln contingent was transferred to Gorton. Of all the Robinson 4-6-0s they had the smallest driving wheels at 5'4" which made them ideal for fast goods traffic. The long footbridge, seen in many photos of Lincoln Central, crosses the tracks at the east end of the station and dates from the 1880s. Two small boys can be seen on the footbridge watching the activity in the station.



A class J10 0-6-0, still with its GC number painted on the cab side, heads east out of Lincoln Central on the through road with a string of private-owner mineral wagons. The first, belonging to Manton Colliery, looks like new. The date is 9th May 1924. Both the Parker class 9D and the Pollitt/Robinson class 9H were classified as class J10 by the LNER. The position of the lamppost makes for an unusual composition!



Class D7 4-4-0 no.705c departs from the east end of Lincoln Central in 1924. Formerly GCR class 2, it was designed by Parker for the MSLR. The prototype, no.561, was built by Kitson and displayed at the Manchester Exhibition in 1887. For this reason, the class 2 was also known as the "Class 561". No.705 was built in 1892 and survived until 1933.

On Great Central lines today **by Kim Collinson**

The number of services using Trafford Park Freight Terminal continues to increase with up to 15 trains daily on weekdays. The majority are operated by Freightliner with DBS operating a couple and a new service from Barton Dock to Ripple Lane is worked by GBRf, which is their first freight working in the area.

There has also been a new service thrice weekly from Penmaenmawr in North Wales to Guide Bridge, conveying stone which is taken away by road for ballast for the tram extension to Oldham.

On Saturday 7th May a charter from Chester to Newcastle worked by 67008 worked over the CLC route via Northwich to Stockport, thence through Guide Bridge. On the same day the diverted intermodal service from Grangemouth to Daventry, worked by DRS with loco 66301 still in Fastline livery, was observed in the late afternoon.

During March Rail Blue Charters worked a couple of excursions through Barnsley, both hauled by 31454 and 31601. The first, on the 2nd March, was to Carlisle and the second, on the 25th March, went to Whitby.

A Network Rail inspection train hauled by class 37 no.97301 with 2 vehicles worked over the Penistone branch on the 2nd February and the following day worked to Deepcar. It was seen at Wadsley Bridge at 12:05, returning at 12:30.

On Monday 21st March the early morning trip from Aldwarke arrived at Deepcar behind DRS loco no.66425, the first DRS loco to work over the branch. The loco was on hire to DBS.

It has been announced that the government is making available £150,000 for a study into the proposed Tram Train service between Sheffield and Rotherham which if agreed would use part of the present GC freight only line from a new connection at Tinsley Station Junction.

If you have any news of current activity on ex-GC lines please let me know - Kim Collinson, 18 Close Hill Lane, Newsome, Huddersfield, West Yorkshire HD4 6LE or by e-mail : kim.collinson@btinternet.com.

The rearranged final meeting of the Rotherham Branch took place at 'The Three Horseshoes', Wickersley on Thursday 10th March 2011. The final meeting should have taken place on Thursday 2nd December 2010 but was postponed due to the heavy snowfall experienced in the area. Members partook of a Pie and Pea supper provided through the generosity of branch co-ordinator Mick Hayes. There was also a Giant Raffle with prizes for everyone (well, nearly everyone!). At the end of the meeting, thanks were expressed to Mick for the hard work he has done in organising the branch meetings. The many excellent speakers had attracted good numbers. Sadly, with no one prepared to take on the role of branch co-ordinator, there was no option but to close.

From left to right: Ken Grainger (Northern Area Rep), Les (the landlord of 'The Three Horseshoes'), Mick Hayes (branch co-ordinator), and Bob Gellatly (editor of Forward).

photo: David Hayes



Some train observations at Rotherham **by Paddy Oates**

In June 2010 I moved back to the UK from Australia and have de-camped at my mother's old (but now renovated) home in Rotherham. It has a grand view over the Rother Valley and I can easily see all the activity which goes on, both on the GCR from Templeborough through to Rotherham Central and on the Old Road (the North Midland Line) through Masborough and south to Chesterfield. The Old Road crosses the GCR at what used to be Rotherham Main. Of course all the associated railway infra-structure has long been removed and now there is only a pair of tracks on each line.

What I do see fairly frequently is a passenger train, travelling north on the GCR towards Rotherham Central. Now this train must have come up through Sheffield and been diverted by the Nunnery Curve onto the old GCR line out of Sheffield Victoria. The train then must come along through Woodburn Junction and along the line through Tinsley and so to the line which runs at the back of Centenary Park. I don't know why these trains are being diverted this way instead of coming along the Midland Line from Sheffield and then north to Swinton.

7 March. A local train, a 2 car class 142, looked to be signal checked on the GC line awaiting passage over the cross-over onto the Holmes Chord and so to Meadowhall and Sheffield. It appeared to wait a long time. I hadn't seen this happen before, but 15 minutes later, a passenger train came along the GCR from Tinsley, heading to Rotherham Central. I could also see the level crossing lights on the Holmes Chord, close to Booth's scrap yard, flashing all the time while this was going on. But, after the passage of the passenger train, the local didn't get the green signal but carried on waiting. Five or more minutes later, an EWS freight came along the GCR, following the passenger train, and was signalled straight through towards Rotherham Central. It was pulling flat-bed wagons which I assume were from Outokumpu at Tinsley. After the freight went through, the local got the green light and went on to Sheffield through the crossing at Booth's. In addition, while the local passenger was proceeding up the Holmes Chord I looked over towards the Old Road bridge and an EWS freight was travelling south over it. What a sight it all was! Shame it was almost dark, as a video of the scene might have recalled earlier heady days when all this would have been totally uninteresting.

Both the Old Road and the GCR have lots of freight movements. The Old Road more so than the GCR here, but still worthy of interest. I also see passenger trains going north, through Masborough along the Old Road quite late at night, 10pm time. They look like HST sets, fully lit and have obviously avoided coming through Sheffield.

Its also possible from here to keep an eye on the freight movements from the Hope Valley as I can see stone hopper wagons travelling north (when full) through Masborough and south (when empty) towards Sheffield and the Hope Valley. Other freights go this way as well of course.

8 March. A Freightliner 66 pulling a long train of hopper/empty box wagons up the GCR past Centenary Park towards Tinsley. Where is it going? Not to Outokumpu or Deepcar, for as far as I know they utilise flat bogie wagons.

14 March. GCR freight movements both to and from the direction of Templeborough are seen crossing at Centenary Park. A train of flat-bed wagons towards Tinsley (presumably Outokumpu) and similar in the Rotherham Central direction. Just needed a freight or passenger going over the Old Road bridge at the same time and what a picture that would have made.

Winter time and the lack of lineside foliage has made all this train watching so much easier than in the Summer. You can see some of my railway photographs at the following websites - www.rail.tightfitz.com. and www.flickr.com/photos/daohaiku.

My railway memories, starting at Hayfield

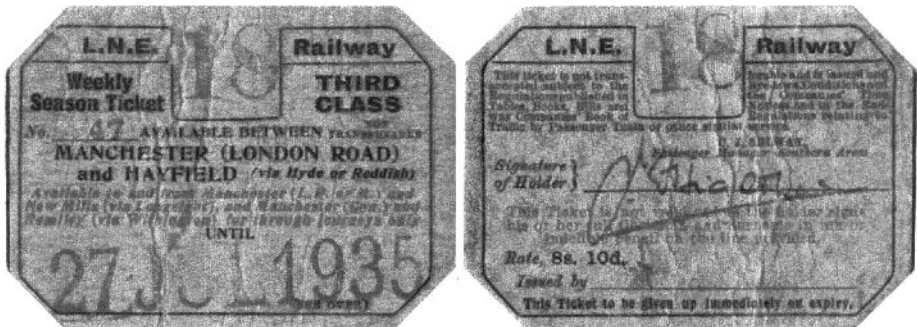
by Bill Higson

I was born in 1944 in the village of Hayfield in North Derbyshire. It was a picturesque place on the edge of the Peak District. Cotton and paper mills were the main employers yet it still retained an agricultural atmosphere with many small farms providing work and delivering local produce such as milk.

Summers were idyllic – helping or hindering the haymaking on old fashioned carts - and with that glorious smell of the newly cut hay. Although Fordson tractors were used on the farms there were still horse drawn milk carts which could give you a ride home from school if you were lucky.

Hayfield was at the end of the line for services from Manchester London Road (now Piccadilly) on the old Sheffield & Midland Joint. It was here that my interest in railways began. The Robinson C13s, C14s and A5s being the main passenger types seen with the occasional B1, K3 and L1. The two daily freight workings were usually hauled by a Pom-Pom or an O4.

I often used the train with my parents to visit Manchester. My father had a season ticket which he used to travel to work six days a week, travelling on the 8.00am departure and returning home by 6.30pm (1.30pm on Saturdays). I recall my father telling me about the night he missed the last train to Manchester when he was courting my mother who was a Hayfield girl. There was always an engine on shed and he was taken to Manchester light engine.



My father's season ticket from Hayfield to Manchester (London Road).

In 1952, when I was eight years old, the school had an outing to York by train. The engine was a clean Gorton B1, number 61160, and the train was eight coaches. The route taken was via Stockport Tiviot Dale, where more school children boarded the train. The engine ran tender first as far as Stockport where it ran round. I vividly remember hearing the engine working hard as it clattered over the viaduct at Dinting and then up the climb to Woodhead, past the series of reservoirs. The smell of the hot steam and smoke was wonderful. We passed through the old Woodhead tunnel, eventually emerging from the smoky depths back into the sunshine. The speed was now rising as we ran downhill to Sheffield and then onto York.

We moved from Hayfield to the outskirts of Manchester when I was ten years old. We lived not far from Stretford station on the electric Manchester South Junction & Altrincham Railway (an LNW&GC joint line). The CLC services from Manchester Central to Chester passed through Stretford and were usually hauled by Robinson's elegant "Directors". I often made trainspotting trips to Manchester London Road. The side platforms, identified as A, B and C, provided excellent views of the Marylebone expresses behind A3s, V2s and B1s. The Robinson A5 tanks worked the locals to

Hayfield, Glossop and Macclesfield. More adventurous expeditions took me to Doncaster, Crewe and York. The Woodhead line by this time had been electrified and trips over Woodhead would be behind a Co-Co EM2 electric locomotive numbered in the 27000 series and through the new Woodhead tunnel. And what a busy line that was!



Hayfield Station in August 1969. A dmu has just arrived from Manchester at the one platform still in use at the small terminus station. photo: Pete Hackney

I also visited the station at Chorlton-cum-Hardy, not too far from where we lived. This was on a section of the CLC that carried the Midland expresses from Manchester Central to St. Pancras and the GC services that ran from Manchester Central to Fairfield on the GC main line. The highlight for me was the Harwich Boat Train which would be hauled by a Sandringham or a B1. Regular B1s were 61161 and 61265. The Midland services were hauled by Jubilees, Royal Scots and later, Britannias on "The Palatine".

When I look back today to what has happened to the railways since my childhood memories, I realise that savings had to be made but some of the decisions were criminal. In order of stupidity I would suggest the following closures.

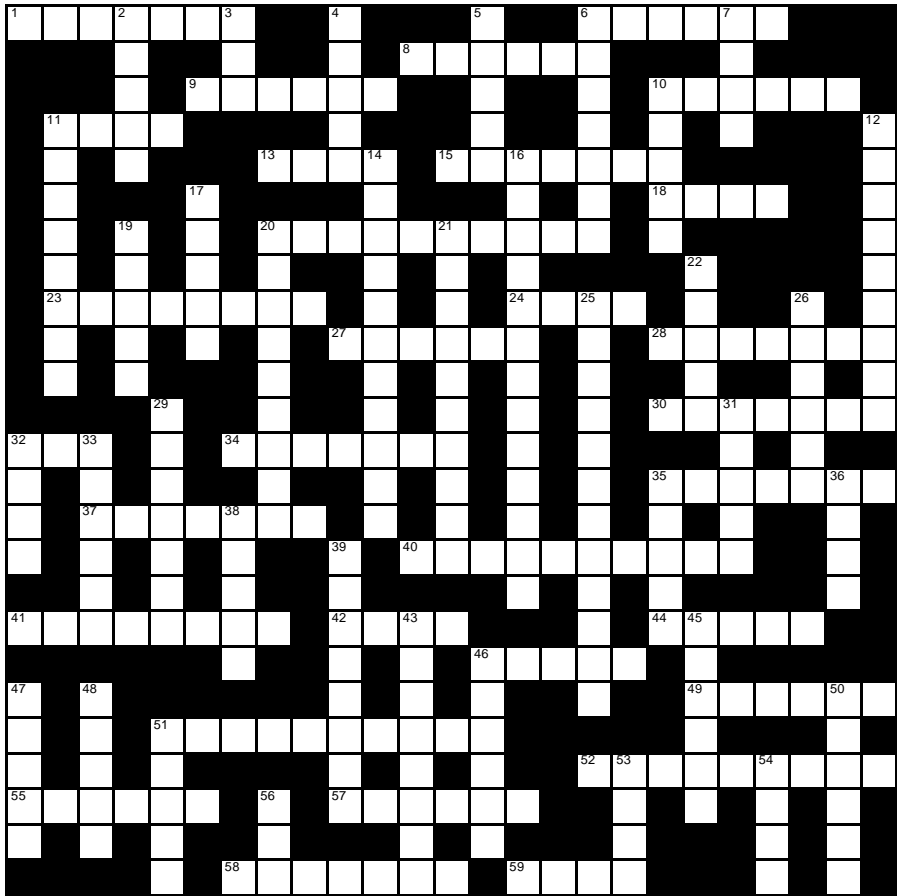
1. GC main line.
2. Midland between Buxton and Matlock.
3. Somerset & Dorset.
4. Waverley route.

I expect others could add many more!

I now live near Burton-upon-Trent, in semi-retirement, and use the railway regularly to go walking in Derbyshire, travelling via Sheffield to the Hope Valley. In 2009, because of work taking place in Bradfield tunnel, trains to Sheffield were diverted up the "Old Road" past Barrow Hill and then onto the GC through Woodhouse and Darnall. An interesting and enjoyable diversion. It is a pity that the Cross Country services no longer use the HST sets, which are far superior to today's Voyagers. I recently had a wonderful day out travelling from Birmingham to Marylebone with Chiltern Trains. This utilises the route once used by the Birkenhead to Paddington expresses but now diverting at Northolt Junction to reach Marylebone instead. What a beautiful station that is! And to think they tried to close it. The hotel is now top class. My return journey was via Aylesbury where I changed trains, travelling along the single track to Princes Risborough to pick up the Birmingham Moor Street service again.

The railways of this country still provide a variety of travelling experiences and for that we should be grateful but I still believe that the LM Region of BR had a lot to answer for in its wanton destruction of our finest railway – the Great Central!

Crossword (*Forward 168*) : Answers in the back of this issue.



Across

- 1 Made of iron or steel. (7)
- 6 The only named 'Austerity' 2-8-0. (6)
- 8 Goddess of the dawn over Woodhead. (6)
- 9 A GC director : "Worsley -----". (6)
- 10 A Leeds (GN) engine shed : "----- Hill" (6)
- 11 Shared station names with Winsford and Wharton. (4)
- 13 Found at the end of a platform. (4)
- 15 A copy made as a substitute. (7)
- 18 Used to stop points changing in a siding. (4)
- 20 Venue for GC Railwayana auctions. (10)
- 23 Cheshire terminus on the Sheffield & Midland Joint. (8)
- 24 Publisher of old maps : "---- Godfrey". (4)
- 27 Colliery with connections to the GN and Midland at Kirkby-in-Ashfield. (6)
- 28 "Florence -----", home to the GMRS layout. (7)
- 30 SER works in Kent. (7)
- 32 and 38 down. Railway photographer living in Sheffield. (3,5)
- 34 and 53 down. The part of a station where you can buy tickets. (7,4)

- 35** The part of a shaft or axle in contact with the bearing surface. (7)
- 37** Someone who is learning the job. (7)
- 40** Coming up with new ideas - like the GCR. (10)
- 41** see **4** down.
- 42** A wheel set without the wheels. (4)
- 44** This pony is always in the lead. (5)
- 46** GW class that often visited GC metals. (5)
- 49** Preliminary drawing. (6)
- 51** Person in charge of day-to-day traffic movements. (10)
- 52** GC shed at Retford. (9)
- 55** "----- Rail" : business built up by Ron White. (6)
- 57** Does this Steve play snooker on the NRM turntable? (6)
- 58** First station on the SA&MJ reached off the GC. (7)
- 59** The "Golden ----" : pub next to Bulwell Common station now demolished (4)

Down

- 2** A black bird from the North East. (5)
- 3** See **21** down.
- 4** and **41** across. At the west end of the SA&MJ. (5,8)
- 5** Structure giving shape or support. (5)
- 6** Found on teak carriages. (7)
- 7** "Over the ----" : term used by footplatemen for the route followed by diversions off the GC main line via Langwith Junction. (4)
- 10** The best of their kind, eg expresses. (5)
- 11** The church from which the other Valour nameplate went missing. (8)
- 12** The "York, Notts, Derby" is the biggest in the UK. (9)
- 14** Monitored as an important part of present day train companies' performance. (11)
- 16** Was it a success or a failure? The jury may still be out. (13)
- 17** and **36** down. Its destruction marked the low point for railway heritage awareness. (5,4)
- 19** Fast train to Cheltenham. (5)
- 20** Junction of the electric line from Wath with the Barnsley-Penistone line. (9)
- 21** and **3** down. GWR station with well kept gardens. (10,3)
- 22** Workshop machine that can apply pressure. (5)
- 25** Footplate hazard in Woodhead tunnel. (12)
- 26** Open plan carriage. (6)
- 29** Created by spent steam and smoke. (7)
- 31** see **51** down.
- 32** A common component of white metals. (4)
- 33** Midland Railway junction between Kirkby-in-Ashfield and Mansfield. (6)
- 35** Line owned by more than one company. (5)
- 36** see **17** down.
- 38** see **32** across.
- 39** and **54** down. CLC shed. (8,4)
- 43** Tuxford (GN) was this kind of station. (3,5)
- 45** Measure of curvature eg of track. (6)
- 46** When two become one. (6)
- 47** "Wilford ---- Siding" signal box, south of Nottingham. (5)
- 48** To come to an unexpected halt usually on a gradient. (5)
- 50** The colour between the characters on nameplates. (6)
- 51** and **31** down. Midland station at Barnsley. (5,5)
- 53** See **34** across.
- 54** see **39** down.
- 56** On the GN&GE Joint. (3)

Readers' forum

from Reg Instone, Shirley, Solihull

More on "Milk tanks from Barnsley".

Members may be interested in some further information on this establishment, although of marginal railway interest. I have been unable to find any reference to the dairy at Summer Lane before 1927, despite extensive searching at Barnsley Archives. I checked *Kelly's Directory* for various years from 1893 to 1936, *Robinson's Barnsley Directory* for 1900 and 1905, the *Barnsley Red Book* for 1906-09, five different histories and souvenir brochures of Barnsley Co-op, and the Co-op Annual Reports for 1912-19. Most of these make some reference to the other departments (butchery, bakery, corn mill, mineral water factory etc) which were all located in the Perseverance Estate on the down (south) side of the railway, but there is no mention whatsoever of dairying activities being carried on by the Co-op until 1932. Page 34 of the 1932 booklet (70th anniversary) describes the "Model Dairy" and refers to licenses under 16 local authorities for pasteurised milk. It states that their reputation has been established over 2½ years which puts activities back at least to 1929 but we already knew that.

It is certain, though, that the building on the up (north) side of the line, which later became the nucleus of the Dairy was in existence by 1893, as I mentioned in *Forward 166* (p39). It was a brick building 160ft by 38ft with a gabled roof. So who/what were its owner/occupier and use in the period 1893-1927? Nothing I looked at at Barnsley Archives was able to tell me. *Robinson's Directory* is not indexed by trades, unfortunately. The only other way I can think of for determining this is the 1910/15 *Valuation Office (Land Tax) Survey*, which recorded the owner and occupier of every square yard of land in the UK; the records are at the National Archives and copies at some Record Offices.

Checking the key plan I found that the plot of land in question was Barnsley no.1497; in the relevant "Field Book" (IR58/3902) the occupier is stated to be Frank Shepherd. It was leased from the freeholder, the Trustees of Carter's (?) Charity. The description of the property accords with the plans described below but it is described as a workshop; the area was 3 roods 12½ perches. No date is shown against this entry but it must be in the period 1910-15. *Kelly's Directory of Yorkshire, West Riding*, for 1901 lists Shepherd – for the first time – as a coal merchant with premises at 16 Newton Street – just round the corner from Summer Lane station – and also at the GC Rly station yard, Summer Lane. By 1904 he is listed as a removal & general contractor and coal merchant, and also had premises in Regent Street GC yard. *Robinson's Barnsley Directory* of 1905 confirms that he was one of two coal merchants in Summer Lane station yard. The 1901 census shows him living (with wife and four children) at 18 Newton St., presumably next door to his business premises; no.16 is shown as unoccupied. The 1908 *Kelly's* has a very similar entry but his contractor's business is now at 32 Swift St. (a new development on the north of the railway towards Huddersfield Rd) while the coal merchant business was still at Summer Lane coal depot. There is also a Building Plan (2447) for a new office for him in the GC yard, presumably for his coal business – I haven't yet established the date of this. I conclude that some time around this period he acquired the lease of the building on the up side of the railway as a warehouse and/or workshop, although this was never advertised. The 1911 census shows him living at 53 Shaw Lane, which is south of Dodworth Road.

However Shepherd is not listed in the directories of 1912, 1917 or 1922, so he must have moved out around 1911/12 and the occupier of the premises from that time is still uncertain. All that can be said for certain is that the premises passed into the occupation of BBCS between 1910 and 1927, almost certainly after 1916 and most probably around 1920. It seems very likely that they were acquired with the specific purpose of developing a Co-op dairy, and were converted at the same time. The Archives also have a full set of annual reports for BBCS – kept in an out-store – and I have asked to see those for 1917-27, so I may have more to report later.

The structural history of the Co-op dairy from 1927 is illustrated in the building plans submitted to Barnsley Corporation (for planning, drainage and sanitary purposes) and now looked after by the Archives. By then the old building included a cold room at the west end with a process room above, while the east end was a working area occupying the full height of the structure. Plans were submitted in 1927 for two single-story extensions on north and south sides with metal framed glazed "ridge-and-furrow" roofs covering working areas. That on the south side, 100ft x 60ft, was to have roller shutters fronting onto the railway. Plans for offices and further extensions around 1930 have not survived. A major extension and modernisation was proposed in 1938 with a boiler house, engine house, egg grading room, offices, laboratory, staff accommodation etc. This included new two-storey blocks to the south and west of the existing ones, replacing the 1927 southern building. At this time empty milk bottles were received at the eastern end and taken towards the west through the washing and filling plant. Presumably the milk was stored in the cold room. Churns were dealt with in the 1927 covered yard on the north side. There is no mention of pipe work for filling or discharging rail tank wagons, so presumably all milk was still arriving in churns. In 1951-52 a covered loading area was constructed adjoining the rail loading platform, as seen to the left in the photo on p38 of *Forward 166*. This is confirmed by the 1959 revision of the OS 25" map, sheet SE 3306, which otherwise shows a similar layout to 1904 and 1931. A later plan for vehicle storage sheds was not examined by me. These plans are fascinating and anyone with an interest in Barnsley should ask to see them - the references are Building Plans 4108, 5313, 6097 and 14411. We might assume that the volume of rail traffic increased accordingly.

I also visited the site. The only remaining portion is the brick wall of the 1927 extension on the road side. The remainder has all been demolished and replaced by a modern trading estate which looks about 10 years old. Regrettably, I am still unable to say when milk traffic at Barnsley may have commenced, but it was definitely before 1927 and probably after 1916.

Well done to Paul Armstrong for spotting the item about the opening hours of Court House Junction SB (*Forward 167* p41). This appeared in the books of September 1952 to June 1954 at least, but not September 1951. I'll check the books of Sept. 1954 to 1957 whether it applied for a longer period. The ER published opening hours of SBs in the back of the WTT until 1953 when a BR directive required all regions to produce *Hours of Opening of Signal Boxes* books. From 1953 to 1962 there was an ER supplement for each summer and winter timetable.

I also noted that Summer Lane Barnsley Brickworks Ltd was shown in the *Red Books* of 1906-09, although not listed in the *RCH Handbook of Stations*. The index to BT31 at the National Archives shows it as registered 1901 (company no. 70686) and dissolved before 1916. Proposals for a machine shop here are illustrated in Building Plans 1594 and 1607 (c1910?). The plot number in the *Valuation Office Survey* is 9376, but I did not order the relevant Field Book, so do not know all the details. This will have to await further study!

Forward 167 p45: letter re. Route of the LD&ECR at Macclesfield.

As far as I can tell from Tony's description, his friend's document is one of the sections from the Deposited Plans and Sections for the LD&ECR. In this case, it seems to be one of those filed in November 1890 ready for the 1891 Session of parliament. Railway No.7 was the section of proposed main line from Prestbury in Cheshire to Chesterfield in Derbyshire. The full set of documents deposited may have included an outline of the route marked on a copy of the OS one-inch map, larger scale plans for every mile and every parish through which it passed, vertical sections and a Book of Reference listing the owner of every plot of land included.

Copies of the plans were deposited with Clerks of the Peace for Cheshire and Derbyshire, as well as the Private Bill Office of the House of Commons. Hopefully these copies should now be safely lodged with the two relevant County Record Offices and the House of

Lords Record Office. I would suggest Tony goes to look at whichever copy is most convenient for him.

These proposals were enacted as the LD&ECR Act 1891 - regnal year 54 & 55 Vict, chapter clxxxix. Royal assent was given on 5th August 1891. Railways Nos. 1 to 25 were proposed, some of them being short curves, but I am not sure whether they were all authorised in the Act. I don't have a copy of the Act, but I do have a copy of the statutory notice in the London Gazette, issue of Nov 21st 1890 pp 6365-6370. This makes fascinating reading, and the course of all the proposals can be traced from the details published there. The *London Gazette* should be available in the larger city Reference Libraries or at www.london-gazette.co.uk/search.

For those unfamiliar with the process, the parliamentary timetable (for a "private" Bill) was:

- by end of November: notice in *London Gazette*
- by end of November: plans and sections deposited
- by 21st December: copy of Bill deposited in Private Bill Office
- spring: Bill introduced into House of Commons
- around July: Royal Assent

The approval of the LD&ECR proposals is dealt with by Dow on pp153-4 of *Great Central Vol.3*, which gives the background to the scheme.

Forward 167 p44: letter re. Edward Robert Charlesworth photos.

I found Edward Robert Charlesworth fairly easily in the 1911 census on findmypast.co.uk. He was born 1899/1900 in Langwith Maltings, 3rd of 4 children. In 1911 he was still at school but his elder brother Horace was a lad porter on the GCR (presumably refers to ex-LDECR), so maybe Edward followed in his footsteps.

Are there any staff records in RAIL226, or at any local Record Office?

from Lawson Little, Newark, Notts

Forward 167 p44: letter re. Edward Robert Charlesworth photos.

The location of 'photo 2' featuring the horse and cart is the LDECR station at Bolsover (GCR from 1907). 'Photo 1' could be on any number of similar LDECR platforms but as both photos feature Edward Robert Charlesworth it is reasonable to assume that it was also taken at Bolsover.

from Ken Grainger, Sheffield

Forward 167 p44: letter re. Edward Robert Charlesworth photos.

The delightful station staff photographs submitted by our chairman, Mike Hartley, were taken at Bolsover's former LD&EC station (latterly Bolsover South). 'Photo 1' doesn't include enough to go on, but 'Photo 2' was taken in the goods yard (the yard crane just creeps in the top left hand corner), looking south. The end bay of the station building is of the attractive standard style seen in varying numbers of bays according to the respective station's importance, at most LD&EC stations (though not at Scarcliffe, which was of wood) but the determining feature is the row of houses in the background. They front onto Spencer Street, Carr Vale, a cul-de-sac which angles towards the line from its junction with Main Street, before terminating parallel with the line at its eastern end – the turn being visible above the horse's rump. Incidentally, Main Street crossed the line by the level crossing at the western end of the station platforms - the scene of the 1910 tragedy described by Bill Taylor in *Forward 152*.

Today nothing remains of Bolsover station, which closed, along with the stretch of line from Langwith Junction to Chesterfield (Market Place), in 1951 because of the subsidence-ridden state of the notoriously wet Bolsover tunnel and Carr Vale viaduct, immediately to the east and west of the station respectively. The station house did survive until recent times, but along with the adjacent and once railway-served 'jam factory', it was demolished round about 2006/7 to make way for a housing development.

Forward 167 p43: letter from Dave Cousins

I earnestly regret Dave Cousins having been so deeply offended by what was really a flippant remark in my "Sheffield Victoria in 1957" article (*Forward 166*). He is quite right of course - my dislike for the electric locomotives' yellow end panels was purely aesthetic. When saying they were for the protection of "the myopic and moronic" it wasn't railwaymen I had in mind, but trespassers. As a professional railwayman he is fully entitled to explain why they were necessary, but in stating his case, was all that invective really necessary? As Dave acknowledges, I have devoted quite a considerable amount of time to writing for *Forward*. Being taken to task with such rage makes me wonder why I bothered.

from Mike Kinder, Kirkby Muxloe, Leicester

Forward 167 p18: "Notes on a 1966 pocket timetable" by George Huxley

The 21:55 (22:45 SO) Marylebone-Manchester and the 23:05 (22:50 SO) Manchester-Marylebone were mail trains which also carried passengers and the former some newspaper traffic as well - said to have been for such out-of-the-way places as Brigg and Kiveton Park. The real Newspaper train though, the descendant of the original to Manchester, left Marylebone at 01:40 in the final years and ran to Nottingham (dropping off papers at Rugby and Leicester en route), as it had done since the end of the war. Pre-war it had worked to Sheffield for well over three decades. It carried passengers (there was one coach, usually a 3rd brake) but only as far as Leicester, hence its non-appearance in the pocket timetable. The reason for this was that the papers were dropped at Arkwright Street originally, then at Queens Walk from March 1963, and the train then continued to Nottingham Victoria as ECS. The stock was worked back to London as a Parcels (carried in the guard's brake) at 11:15 in the final years. From Sept. 1959 to Sept. 1962 the Newspapers travelled over the Midland Mondays Only for reasons not known - ongoing w/e engineering works? On Sundays, however, it departed Marylebone at 00:40 and both newspapers and passengers went through to Nottingham Victoria - so it appeared in the pocket timetable.

There was also a 03:40 Newspaper train from Marylebone which also conveyed passengers. This supplemented the 01:40 by dropping newspapers at Amersham, Great Missenden, Wendover, Aylesbury, Brackley and Woodford Halse. It too ran through to Nottingham but didn't appear in the pocket timetable because it stopped for $\frac{3}{4}$ hour at Woodford Halse, where it turned into a stopping passenger, not reaching Nottingham till 08:41 - not the sort of train to publicise in the pocket timetable! The vans that carried the newspapers on this train went on to Nottingham and returned to London on the 11:15. It didn't run on Sundays when the 00:40 took over its newspaper duties. All these trains ran to the bitter end. The 03:40 was steam hauled to the end. The 01:40 was diesel hauled to Leicester from the end of 1962 (the diesel returned south LE) but continued to be steam hauled on to Nottingham to the end. On Sundays the 00:40 was diesel hauled all the way from the end of 1963. The diesel returned the empty stock at 05:25, till June 1964, then at 04:45 to the end. The Marylebone-Manchester and Manchester-Marylebone Mails were worked by steam between Marylebone and Nottingham till about June 1964. They were then worked by a diesel which took the 21:55 to Nottingham and brought the 23:05 back. On Saturdays, however, the 22:50 was worked by steam from Leicester to Woodford and the 22:45 by steam from Marylebone to Leicester to the end. The diesel LE movements were beyond belief but BR was determined to have a cast-iron case for closure. All these trains ran by the Aylesbury route except, apparently, the 22:50 SO Manchester-Marylebone. The only other exceptions were when diversions over the GW/GC Joint were necessary for whatever reason. The Argo Transacord LP 'Great Central' features the wonderful sounds made at Princes Risborough by V2 60831 on the Newspapers, trying to regain lost time because of the diversion. I hope this answers Mr Huxley's queries about Newspaper train operations in the latter years. Unfortunately I'm unable to answer his political question (in his last paragraph) about the possibility of a last minute refusal to close the line.

from Brian Holyland, Greenford, Middlesex

Forward 167 p18: "Notes on a 1966 pocket timetable" by George Huxley

I was very interested in the item by George Huxley regarding the 1966 pocket timetable for London-Nottingham services. I had the good fortune to be a signalman at Northolt Junction in the 1950s.

The post-war version of the 2.45am (later 2.32am) newspaper train was the 1.45am and it ran via Ashendon Junction only on rare occasions such as during engineering work on the booked route over the Met.

I remember signalling this train on a sultry night in August 1959 when the late Peter Handford made his famous recording from his garden at Princes Risborough. This is a thrilling sequence of V2 no.60831 running at high speed with the late running train. The recording can be found on the LP *Great Central* (Argo Transacord SPA461, 1976).

So the answer to George Huxley's question regarding which trains ran via Ashendon Junction is that only one did – the 1.52am from Nottingham Victoria which started off as the 10.40pm from Manchester Central. This was the last southbound train to run over the GC London extension on the night of 3rd/4th September 1966.

It is of interest to note that the down line at Ashendon Junction to the GC was taken out of use about 18 months before closure. This was due to damaged points caused by the derailment of a parcels train.

Editor's note: If you don't have a copy of Peter Handford's recording, you can listen to it by visiting Chris Ward's website at www.annesleyfireman.com and waiting for the third track to play. It will definitely make the hairs stand up on the back of your neck.

from E.M.Johnson, Burnage, Manchester

Forward 167: Front cover photo.

It was good to see the picture by G.M.Shoults of the Walschaerts Atlantic (8J) on the front cover of the March issue of *Forward*. Shoults was a capable photographer who recorded some fine scenes on the GCR in South Manchester, on the Midland main line around Leicester, and on the NBR from Edinburgh Waverley to Aberdour, Fife. He used an ancient (at least to our eyes) quarter-plate camera, the shutter of which had to be tensioned by means of pulling out a cord to a certain length depending on what speed the user required. What a contrast to today's equipment – but, alas, no such fine scenes to capture.

Returning to the picture, it is not correct to describe the Chorlton Junction to Fairfield line as "The Fallowfield Loop". This title was bestowed on what is now the pathway for cyclists, walkers and horse riders. This stretches as far as Debdale Park, roughly mid-way between the site of Hyde Road and Fairfield stations. To railwaymen and enthusiasts this was always "The Fallowfield Line". To the MS&L it was officially "The Manchester Central Station Railway".

It is perhaps worth mentioning that the new Metrolink extension referred to in the caption begins on what was the MSJ&AR (of which the MSL/GC was a joint operator in conjunction with the LNW) just west of Trafford Bar station. The bulk of the 1.7 mile line runs on what were CLC metals ("The Chorlton Branch" to the CLC) as far as the site of Chorlton Junction. Here the line passes over ex-Midland territory - current plans will see the line extended as far as East Didsbury close to the Manchester/Stockport border. Plans to extend to Stockport town centre do exist but can only be regarded as tentative at the present time.

Editor's note: An article by Eddie Johnson, "The Fallowfield Line", can be found in *Steam Days* 234 (Feb. 2009).

from Carl Lardner, Herne Bay, Kent

Information requested: Boiler plate from Ashford

I enclose some brass rubbings of the front and back of a brass casting which I was given when I worked at Ashford in 1956.

I have in mind that a number of boilers were sent from the Eastern Region to be repaired at Ashford and that this came off one of them. The casting appears to have been made in the form of a full circle, the concave parts of the edging showing signs of having been ground out. I assume that the number 3841 stamped onto the back of the plate refers to one of 'our' 2-8-0s. What a lot of queries this raises.

Was the boiler new in February 1948?

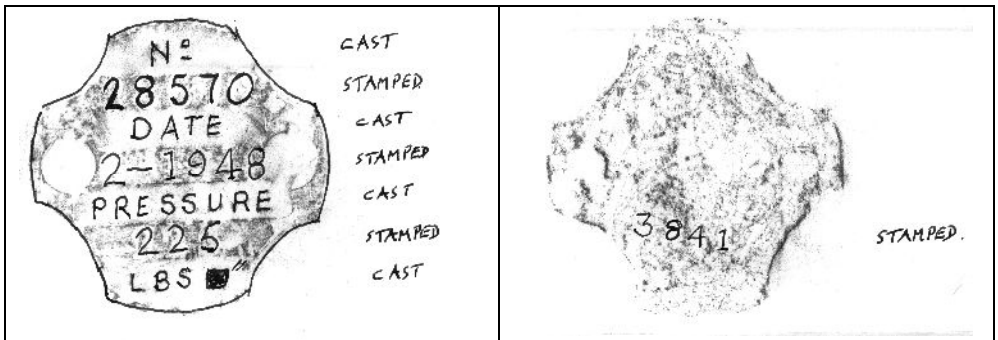
Was the edging ground away for the casting to be fitted into a tight space?

Was it fixed onto the front plate?

Was the boiler pressure altered during its visit to Ashford?

Is boiler No.28570 still languishing somewhere, forgotten and ignored, because someone pinched its identity plate or did it re-enter service with a gleaming brand new brass plate?

Can any readers shed further light on the matter?



from John Hitchens, Kirkby-in-Ashfield, Notts

Forward 167 p15: "The Pollard family railway history – part 10" by John Pollard.

John Pollard is mistaken in his comments about the supervision of operating matters at Sutton-in-Ashfield. In the late 50s/early 60s the operations on the former GN and GC lines in the Sutton-in-Ashfield area were under the supervision of the Station Master at Sutton-in-Ashfield Town GN. The Sutton Junction Station Master was only responsible for the former Midland lines and for providing booking clerks for trains calling at Sutton-in-Ashfield Central.

Following the concentration of parcels traffic at Mansfield Town (Midland) in 1960 and the departure of the Station Master at Kirkby-in-Ashfield to Dunstable, the S.M. at Sutton Junction took over the Kirkby-in-Ashfield post, whilst his duties at Sutton Junction were taken over by the S.M. at Sutton Town, who also moved into the Station House at the Junction.

I worked as a booking/parcels clerk at Sutton Junction at the time, later moving to the ex-G.N. station, which was basically an enquiry and advanced booking office, before transferring to the operating department, so I was well acquainted with the re-organisation that took place. Incidentally the S.M. at the former G.N. station was an ex-LMS man, whilst at the Junction (LMS) the S.M. was an ex-LNE man, previously at Mansfield Central before closure.

Crossword Solution (Forward 168)

Across: 1 Ferrous, 6 Vulcan, 8 Aurora, 9 Taylor, 10 Copley, 11 Over, 13 Ramp, 15 Replica, 18 Clip, 20 Stoneleigh, 23 Hayfield, 24 Alan, 27 Summit, 28 Terrace, 30 Ashford, 32 Les, 34 Booking, 35 Journal, 37 Trainee, 40 Innovative, 41 Junction, 42 Axle, 44 Truck, 46 Manor, 49 Design, 51 Controller, 52 Thrumpton, 55 Colour, 57 Davies, 58 Byfield, 59 Ball.

Down: 2 Raven, 3 Spa, 4 Broom, 5 Frame, 6 Varnish, 7 Alps, 10 Crack, 11 Openshaw, 12 Coalfield, 14 Punctuality, 16 Privatisation, 17 Doric, 19 Flyer, 20 Silkstone, 21 Leamington, 22 Press, 25 Asphyxiation, 26 Saloon, 29 Exhaust, 31 House, 32 Lead, 33 Sutton, 35 Joint, 36 Arch, 38 Nixon, 39 Trafford, 43 Low Level, 45 Radius, 46 Merger, 47 Brick, 48 Stall, 50 Ground, 51 Court, 53 Hall, 54 Park, 56 Ely.

Rear cover caption

LNER class D10 4-4-0 no.5438 *Worsley-Taylor* stands at platform 7 at the south end of Nottingham Victoria. The locomotive is in LNER fully lined dark green livery. The number is in large painted numerals on the tender side with the small LNER builder's plate on the cab side (see page 26 for a similar auction item). The fireman has the bag in. The position of the sun would indicate an early evening in summer.

Robinson's class 11E (nos.429-438) appeared in 1913. Originally all ten were named after directors of the company and so they were known as the "Directors". No.438 was the last to be built and was named after Henry Wilson Worsley-Taylor JP DL KC, who succeeded to the Board in January 1901 after the resignation, due to ill health, of Sir Edward Watkin in December 1900. He had already married Edward Watkin's only daughter, Harriette, in 1870, and had played a significant part in the promotion of the London extension.

The 11E was a scaled-down version of the "Sir Sam Fays" of 1912 which had not been the success Robinson had hoped for. In contrast the "Directors" were. They were sent to Neasden and put to work on the Marylebone expresses straight away. Critics of Robinson's 4-6-0 design point to the constricted ashpan design above the rear coupled driving axle as the reason for the poor performance. The "Directors" with their 4-4-0 wheel arrangement had more space available allowing better ashpan design.

The "Directors" were easily distinguished from the later class D11, the so-called "Improved Directors", by their cut-out cab sides. Changes that had already been carried out to no.5438 at the time of the photograph (c.1926) included the replacement of the 4-column Ramsbottom safety valves with Ross pop, removal of the coupling rod valances and the placing of an anti-vacuum valve behind the chimney.

When displaced from the Marylebone services in the 1930s they were initially dispersed but they all finished up together again at Sheffield Darnall by 1939. In the late 1940s they were transferred to the Cheshire Lines (62659 being the last to go) where they worked out their final years. No.5438 became no.62659 under BR and was withdrawn in Nov.1954.

photo: unknown (but very much in the style of T.G.Hepburn)

