

FORWARD 174



Front cover caption

You can feel the cold as the photographer stands on a snow-covered north-facing cutting as a BR class O4 2-8-0 passes with a train of sheeted mineral wagons. (Was that to stop the coal freezing?) The train has just passed Kirkby Bentinck station on the GC main line and is approaching Kirkby South Junction. The nearest track drops down to a head shunt that connects to Bentinck colliery. A nice shadow is formed on the opposite cutting by the low winter sun.

There were two other stations serving Kirkby-in-Ashfield. One on the GC line to Mansfield Central and one on the Midland line to Mansfield Town. Both were much closer to the village than Bentinck station.

photo: D.K.Dykes



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Editorial by Bob Gellatly

When Harold MacMillan said "Most of our people have never had it so good" back in 1957 he could well have said the same today about those whose modelling interests include the GCR and its successors. Bachmann Scenecraft have given us the modules to construct a GC London Extension island platform station based on Rothley. Bachmann Mainline have given us four varieties of Robinson's 2-8-0 (not counting the weathered and GWR versions) and now we have the "Directors". The NRM have an exclusive edition version of the preserved 'Butler-Henderson' in GC livery. Everyone I have spoken to has said what an excellent model this is. A must-have for Christmas if you don't already have one. It can only be bought directly from the NRM and costs £130. There is a review and photo by Tony West on p32. A D11/1, no.62663 *Prince Albert* has just been released with early BR logo and unlined black livery. Then there are the two D11/2s. The D11/2 is not really a GC loco since it was built by the LNER and operated in Scotland well away from GC territory. If there was one named 'Davie Gellatly' (a character in Scott's 'Waverley') I might be tempted. And if you want to add a touch of realism to your BR period layout Bachmann also have the weathered WD Austerity. In the pipeline for future release is the J11 0-6-0 'Pom-Pom' which will also be in LNER and BR versions. So well done Bachmann!

This issue of *Forward* should particularly appeal to modellers with photos of the Gainsborough Model Railway on the centrefold and articles by Richard Irven and Graeme King on their modelling projects.

I recently visited the museum at Immingham which is now settling into new premises. There is more room to display material and a room has been set aside for a OO gauge model of Immingham shed. This is a project in progress and the intention is to make it as accurate as possible. Retired locomen will be on hand in person or on video to explain the workings of the shed. Certainly worth a visit - but don't take any notice of the out-of-date information on the internet. The new location is accessed by the stage door of the old civic theatre on the corner of Pelham Road/Washdyke Lane and is only open Wed-Sat 1-4pm.

The location of the Autumn meeting at Gainsborough highlighted the appalling service on the Gainsborough-Grimsby line (once part of the MS&L main line). Those to blame for this poor state of affairs are Northern Rail for not marketing the potential of the line - Gainsborough Central station is right next to Marshalls Yard and other town centre attractions, the local authority for not pushing for a decent service that runs seven days a week rather than one and local residents for not putting pressure on the other two parties to do something. Network Rail has done its bit by upgrading the line and improving capacity. Other than the M180, North East Lincolnshire towns are connected by mainly single-carriageway A roads so a viable rail alternative for travellers would be welcomed. As an aside, the closure of the GN's Grimsby-Louth line should never have been allowed.

A report of "The Gainsborough Special" meeting by Ken Grainger

The GCRS Autumn Meeting at Gainsborough on 13th October was a superb event. The weather was kind to us as it was a beautiful sunny autumn day. A number of us took the opportunity to travel by train to Gainsborough Central, taking advantage of its "Saturdays only" link with the outside world. (There are just three trains each way between Sheffield and Cleethorpes on Saturdays.) Others, who had been unable to connect into this sparse service, arrived via Gainsborough Lea Road on the Lincoln line, a good half-hour hike away from the town centre venue. Gainsborough Central is a sad sight, its one-time overall roof and classical columned portico just a distant memory with now only the most basic shelters (bikes are generally better catered for) on its bare platforms. Otherwise, only the footbridge remains, and that in desperate need of a repaint.



Ken and Dave Grainger stand on the down platform at Gainsborough Central having arrived from Sheffield on a clean Pacer unit operated by Northern Rail. photo: Bob Gellatly

The Sun Hotel was welcoming, with tea, coffee and biscuits. Local historian Paul Howitt-Cowan recounted Gainsborough's history, from the Dark Ages when the Trent, the super-highway of its day, was the key to both the town's importance and its vulnerability, through the Civil War years (when Gainsborough backed the wrong side) to more modern times with industry's rise and fall. And what about Gainsborough's claim to have found the remains of Richard III, unearthed in a local car park? It could be significant there were no horse remains found in the vicinity! Paul's style of presentation was interesting and engaging, despite the failure of his projector - hence no pictures. Perhaps that was just as well for we had been gazumped for the Sun Hotel's function room by a lately-booked wedding reception (maybe a rush-job) and, shoe-horned into the bar, it's questionable how many of our gathering would have been able to see the screen anyway.

After lunch, in our case taken at the 'Sweyn Forkbeard', the local Wetherspoons named in honour of the fearsome Viking invader and father of the fabled Canute, we reconvened at the Gainsborough Model Railway Society premises on Florence Terrace. Those who haven't yet made a visit should do so, it is absolutely incredible! With no disrespect to modellers in the smaller scales, '0' gauge has an unmatched substance, and I'm sure I could visit time after time and keep seeing something new amongst the innumerable little cameos. And in our honour, along with their LNER Pacifics etc, the club had rostered loads of Great Central stuff: Pom-Poms, Faringdons, Tinies, Jersey Lilies, a B7 and a Glenalmond, and even a Wath Daisy complete with booster!

My favourite was D11 *Jutland* (always my favourite 'Director') but the Great Northern and North Eastern Atlantics, and Great Eastern types from J15 and E4 to 'Claud' and B12, many in pre-1923 livery, really took the eye. Wonderful, and along with a delicious rake of Great Northern six-wheelers was that lovely train of Barnums. Oh for the day when we can see and ride in the real thing at Ruddington. But all too soon it was time to head back through Marshall's Yard to Gainsborough Central station for the 4.20pm train home to Sheffield. What a day it had been and thank you, Mike Hartley, for arranging it.

A report of the remembrance event at Sheffield

by Dave Grainger

A chilly but still and brightly sunlit morning greeted the assembly outside the Royal Victoria Holiday Inn at a few minutes before 11am on Sunday November 11th for our tribute to, not only the men of the Great Central Railway who are commemorated on the memorial there, but to all, independent of their nationality, who have made the ultimate sacrifice in doing their duty.

A brief introduction by Ken Grainger preceded the one minute silence, which was, unusually, largely observed also by the traffic in the city. Wreaths were then laid by Mike Hartley on behalf of the GCRS, Hermann Beck and his young son Kieren (Hermann is firmly of the belief that today's youngsters need to be taught early what a contribution these men made) on behalf of the hotel, Pam Gibson MBE in memory of her grandfather Arthur Waddingham and, finally, Geoffrey Evison.

It has become part of the ritual for Ken to 'bring to life' one or more of the men listed on the memorial and this year he told the story of Private Charles Henry Kirman from Fulston in Lincolnshire. A regular soldier whose nine years of duty, mainly in India, came to an end in 1913. As a reservist he was recalled to the colours and served in the front line until he was wounded. Following recovery he went back into combat and was, again, wounded. For a second time he was again sent forward after recovery but, by now, the pressure with the added problems afforded by the malaria he had contracted in India caused him to break and he went absent without leave. Less than a week later he gave himself up to the authorities to be told he would be sent back to the front line until such time as his court martial could be held. He again went absent, this time for two days before again giving himself up. At his court martial he had no representation, was found guilty of cowardice and sentenced to death by firing squad. He was executed on September 23rd 1917 and is buried in St. Catherine cemetery in Arras.

What makes this story particularly touching is that, when told that his name would not be permitted on the village war memorial, the village, despite there having been ten other casualties of the Great War, declined to have a war memorial at all and did not, until the very recent change of heart and amnesty for all those executed, observe Armistice Day either. Fulstow does now have a war memorial on which the name of Charles Kirman appears and the GCRS did make a contribution to the cost of this.

The corridor display inside the hotel consisting, currently, of replicas of the nameplate 'Valour' and the GCR crest which were unveiled on the GBRf locomotive number 66715 as part of the ceremony of the rededication of the war memorial in 2003, a painting by Graham Lee of the original 'Valour' donated by Graham's brother John and an open copy of the Book of Remembrance housed in a cabinet presented by Pam Gibson MBE and her husband Keith. The display will, shortly, be enhanced by the addition of a photograph of 66715, the current carrier of the 'Valour' name, plus a text to explain to hotel guests the significance of the display.



Kieran Beck, overlooked by Hermann Beck, lays a wreath on behalf of the Victoria hotel. Beyond them, Mike Hartley lays a wreath from the GCRS. photo: Dave Grainger

A look back at RCTS 'South Yorkshire Railtours'



above: BR class B1 4-6-0 no.61166 at Shireoaks with the RCTS 'South Yorkshire Railtour No.1' on 11th May 1952. The train had travelled over the Dearne Valley Railway and the South Yorkshire Joint Railway to reach Shireoaks. This is the last leg to Sheffield Victoria. photo: Mike Hartley collection

below: BR class B1 4-6-0 no.61165 and D11 4-4-0 no.62660 'Butler-Henderson' double-head the 'South Yorkshire Railtour No.4' at Stairfoot Junction on 21st Sept 1958. The train had travelled from Sheffield Victoria on GC lines via Chapeltown Central. photo: K.C.H.Fairey



Sam Fay and Archibald Scott by William Fay

Quite remarkably further copies of Sam Fay's diaries have surfaced since my two articles "Sir Sam Fay – London & South Western Days" appeared in *Forwards* 161 and 162. The new diaries cover his first years as a Station or Telegraph Clerk and give us a glimpse of Archibald Scott, then the General Manager of the London & South Western Railway. This glimpse also shows the self confidence and restless nature of Sam himself, a nature which would eventually lead him to the top of railway management as General Manager of the Great Central, Director of Movements at the War Office in World War 1 and the Chairmanship of Beyer Peacock.

Seemingly very little appears to have been written about Archibald Scott despite the major role he must have played in the formative years of the L&SWR. Indeed at the half year General Meeting of the company on 10th February 1911, Hugh Drummond, the Chairman, referred to Scott as "practically the founder of the railway", as reported in *The Times* the next day.

As to bare bones; Archibald Scott was appointed Traffic Manager of the L&SWR in 1852 and became the company's first General Manager in 1870. He was an experienced railway manager, having previously worked for the Edinburgh and Glasgow, the North British and the Edinburgh, Perth & Dundee Railways. He retired in 1885, was voted a life annuity of £1,000 per annum and became a Director, a position which he resigned from in 1902 due to old age. He retired to his house in Surbiton, where he lived with his sister until he died in December 1910. On a relief posting to Surbiton Sam noted in his diary in 1875: "Mr Scott lives here at *Gordon Villa*. I saw him on Friday morning. Surbiton is a very nice place, all gentlemen's houses. They have over 1,000 season ticket holders at the station". *The Times*, in October 1872, records Scott as being a Colonel in the Engineer and Railway Transport branch of the Volunteer Force.

Scott, it would appear, did not discourage junior clerks from approaching him when they had grievances. At least that is the impression gained from reading in Sam's early diaries of his various dealings with Scott. Sam Fay's first reference is a draft letter he recorded in his diary in September 1873, containing a plea for higher pay. At the time Sam was 16 and was station clerk at Stockbridge on the Andover & Redbridge line. He had been a clerk for approximately 18 months having spent the first year of his service at Itchen Abbas learning his duties, including the all important telegraph system.

Although there is no record of this letter actually being sent, or responded to, it is worth quoting the letter in full as it shows that Sam was commercially aware enough to support his request with a reasoned proposal for saving the company money and thereby, and to our benefit, gives some interesting facts and figures about the L&SWR's operations.

"Wrote the following letter to the General Manager, Mr Scott, though I don't think that it will do much good and it certainly can't do any harm.....

London and South Western Railway
September 20th 1873

Arch^d Scott Esqre

Sir,

Possibly when you have read the following lines you will say that I have wasted time and materials to no purpose, but I hope you will think differently. My object in writing this letter is to set before you, to the best of my ability, the great grievance of the junior clerks on the above railway, and also a method that will, in my humble and I hope your exalted opinion, remedy the grievance and at the same time benefit the Company. That to which I allude is the present scale of wages which came into operation 1st January 1871 and fixes

the rates as follows: viz - 1st year 30 pounds, 2nd 35, 3rd 40, 4th 50. Now, Sir, this scale is abominably low considering the hours of duty and losses we are subject to. How can a youth possibly keep himself respectable on 11/6 per week in these days? You must consider that when this scale of wages was drawn eatables etc were nothing like the price they are now, it wants all 11/6 per week to find food, much more than to find clothes. Yes 11/6 or 13/6 for 13 or 14 hours a day and subject to all kinds of fines and losses. And you wonder then that a poor junior clerk cheats the company or else the passengers on the first opportunity. I am now receiving 13/6 per week for 14 hours a day duty that is about -/1³/₄ per hour. What would the London Carpenters think of this with their -/8 per hour for 8 hours a day? My duties consist of booking passengers, entering goods and parcels inwards and outwards and at the same time attend the telegraph instrument. If the salary commenced at 13/6 per week and rose £5 per year after it would be more likely to cover ones expenses.

To make up for increased expenditure on the part of the company let there be a severer examination before entering the service and you would have better clerks, and consequently less Audit errors, which would save some employment in that department. Also let some of the little country stations be looked to where the clerks pine away for want of something to do. If the Agents at these stations did the telegraph work it would save the employment of altogether unnecessary clerks. And to increase the receipts I see no reason why parcels should not be charged -/2 booking, in the country as well as London and with regard to corn sacks being conveyed free when returned to party sending them with corn, why not charge all sacks at the rate of about -/2 or so per cwt? There is a great deal of fraud practiced on the Company through carrying these sacks free, half the sacks the Company carry never come to the station sending them with corn in them. It is a difficult matter for Agents to find out; if then a small charge be made upon all the sacks, these frauds would cease, and be a great gain to the Company seeing how many bundles are conveyed daily.

I believe at country stations no charge is made for warehousing goods, if a small charge be made 24 hours after date of advice it would also tend to raise the receipts considerably. Hoping that you will see the necessity of doing something for us poor fellows, and that the foregoing remarks will not displease.

I remain

Yours obediently

À présent un commis honnête

[Signature]

PS I hope you will not take the above suggestions in the light of a dictation to yourself, as I assure you I give them absolutely for the good of the Company. And please pardon the great liberty I have taken.

*Dated the 20th as I intend posting it on Saturday at Southampton"

Sam's income was £35 0s 0d for the year, on which no income tax was due. He seems to be exaggerating the hardship of low pay as he later records his annual expenditure for 1873 as £29 9s 6d although his father had paid for half the cost of his clothes. His comments about clerks "pining away for want of anything to do" does ring true. Stockbridge was on the lightly trafficked Andover & Redbridge line and it is obvious from his diary that he had plenty of time to himself except at a few peak periods, such as the annual Stockbridge horserace meetings. Indeed his diary records many walks and much fishing in the River Test between trains. His reference to clerks cheating the company has some validity as he recorded a number of dismissals and prosecutions for such activities.

In January 1875 Sam Fay was transferred to Turnham Green. Although now part of the London Underground system Turnham Green was then a L&SW station being on the line, opened in 1869 by that company, between Kensington and Richmond. This posting enabled him to enjoy the sights of nearby London, not least a number of visits to Gatti's, then one of London's leading music halls. London must have been a more expensive place to live than Stockbridge. Sam again wrote to Scott in February 1875 "*asking for more coin*" and this time was successful as a week later his station master had a note from Scott instructing a gratuity of £5 be paid to Sam Fay. Sam wrote and thanked Scott saying that "I hoped by constant attention to duty I may repay the company for the additional outlay".

Sam Fay was moved (or removed as the L&SWR staff records term it) to the telegraph office at Southampton in July 1875, working partly there and occasionally as relief clerk at various stations. Here he came under the direct control of the Telegraph Superintendent, Mr J.D.Blake. Over time Sam seems to have become disenchanted with Blake, referring to him in his diary by various epithets "old pig", "old Shylock", "old Calcraft" and suchlike. The last refers to William Calcraft who had recently retired after many years as a prodigious hangman who carried out the last public hanging in 1868. Sam found the work in the telegraph office to be tedious and repeatedly asked for a transfer, as clerk, to a substantial station and being rejected, e.g.

"Heard there were 3 clerks short at Waterloo. Asked old Blake to recommend me but he refused saying I was not fit for London; I might get a shift in the spring".

In the end Sam became so dissatisfied that he wrote to the GWR seeking a position with them but was turned down on the grounds that they did not entertain applications from clerks in employ of another railway.

The day after receiving this rejection Sam wrote in his diary:

"Thu. 9th March 1876. After I had been reading all the morning got thoroughly disgusted with it. I asked old creeper if he could move me to a booking station. He said "no" and then I handed him my resignation. He stared at me about 2 minutes then said I could go to Barnstaple in the Telegraph Office, but I said no it wouldn't suit me. He said alright and shied the resignation all across the table."

Sam then wrote to Archibald Scott telling him of his resignation and also persuaded Godson, who had been his station master at Turnham Green, to write sympathetically to Scott. This had the effect Sam desired as Scott wrote to Blake two days later, the latter then offered Sam a clerk's position at Kingston if the resignation were withdrawn. Some nine hours later Sam was in Kingston upon Thames.

A couple of months after arriving at Kingston he had a letter from Blake instructing him to transfer to Hampton. Not at all pleased he prevailed upon both the station master and the chief clerk at Kingston to write to Scott and took these letters himself to Scott's office; there he handed the letters to the chief clerk, a Mr. Liddle. Scott was too busy to see him, however Liddle took the letters in and gave Sam a message to the effect that the matter would be investigated. Sam makes no further reference in his diary to a possible move to Hampton so it would appear that his appeal to Scott was successful. Following the visit Sam recorded a description of Archibald Scott:

"Mr Scott is a short little man, closely shaved, only a little whisker (grey) each side of his face; wears a black suit and black necktie (large broad one) and steps about very sharp as if he was in a duce of a hurry".

There is nothing in Sam's diaries or his family background to suggest any connection to Archibald Scott and yet he seems to have been able to appeal to Scott whenever he felt aggrieved. Certainly Sam didn't underrate himself and it was probably his youthful self confidence which emboldened him to make such approaches. Of course Victorian management could be very paternalistic and it may well be that Scott fostered such an atmosphere in the London & South Western.

SK

69

London and South Western Rail
September 20th 1843

Archd. Scott Esq

Sir

Possibly when you have read the following lines you will say that I have wasted time and materials to no purpose, but I hope you will think differently. My object in writing this letter is to set before you to the best of my ability, the great grievance of the junior Clerks on the above railway, and also a method that will in my humble and I hope your exalted opinion remedy that grievance, and at the same time benefit the Company, that to which I allude is, the present scale of wages which came into operation 1st January 1841 and fixes the rates as follows

* I did not intend posting on Saturday.

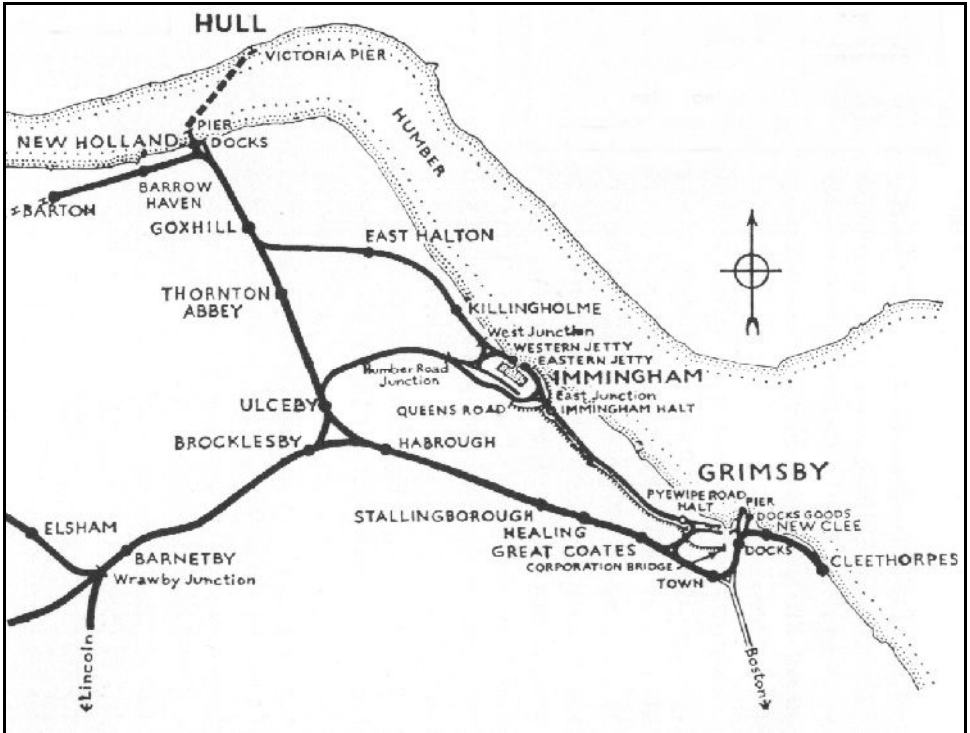
Immingham signal boxes

by Chris Booth

The new docks at Immingham, built by the Great Central Railway, have been featured by the GCRS with the excellent souvenir issue so, to continue along this theme, here is a look at the signalling of the railway that served the port.

To access the docks, three new railways were built. The Grimsby District Light Railway linked Grimsby with Immingham and provided a route for building materials for the docks and later, for workers. The Humber Commercial Railway (HCR), a double track section linking the New Holland line with a junction at Ulceby to Humber Road Junction at Immingham. This opened for goods traffic on 3rd January 1910. The third route was via the Barton & Immingham Light Railway, originally proposed to be a 7½ mile line giving direct access from Barton on the New Holland line at Goxhill, however the only section built was a single track section between a junction with the HCR at Immingham West Junction and the New Holland line at Goxhill.

The dock area had 170 miles of railway, 14 reception sidings capable of holding 1,120 wagons and storage sidings capable of holding 8,000 vehicles. There were also 25 sidings for empty wagons holding 2,000, as well as 14 lines on which the trains were marshalled or made up, which held 1,120 wagons.



Map of railways in the northeast Lincolnshire area (from Dow vol.3 p286).

The GCR had previously introduced power signalling for some of its signal boxes, the earliest installations using air pressure for point and signal operation. However, in 1911, the power scheme introduced in the Immingham docks area used all-electric operation. The lever frames in these powered boxes comprised miniature slides rather than levers, being constructed by the British Pneumatic Railway Signal Company (BPRSCo). Coloured handles denoted the function of the slide with the plates describing the lever functions

horizontally placed in front of the slides. Signals returned to danger automatically behind trains and the relevant slide then moved by itself back into the frame, which was achieved along with a loud clang and a spark from the relays in the cabinet behind the lever.

Signal boxes were provided to control rail traffic in, around, and out of the docks complex at Immingham East Junction, Immingham Marshalling Sidings, Immingham Empty Sidings, Immingham Reception Sidings, Immingham West Junction and Humber Road Junction. The Immingham area is now controlled from just three of these boxes: East Junction, West Junction and Reception Sidings. Although manned by Network Rail signallers the latter two are owned by Associated British Ports (ABP), which is the reason the boxes are painted a light blue instead of the traditional signal box colours. These boxes were originally built for the Humber Commercial Railway & Dock Company and subsequently leased to the GCR. They are all of GCR Type 5.

What follows is a brief description of each of these boxes.

Immingham East Junction

A 30ft x12ft signal box with a 72 lever BPRSCo Slide Frame (of which 22 are now working) which was commissioned on 12th October 1913. This was joined by a small BR(ER) Individual Function Switch panel (IFS), commissioned on 27th September 1981. The box now controls the lines into the eastern jetty of the docks as well as the western end of the Grimsby District Light Railway working Electric Key Token Block to Pyewipe Road and Absolute Block (AB) to Immingham Reception Sidings. It also controls entry into and out of Immingham TMD. It is projected to be re-signalled in 2012 with a new signal box being provided, which will be situated on the route of the Light railway towards Pyewipe Road. The new signalling will be 'Solid State Interlocking' (SSI) worked from an NX panel. Signals will be of the LED colour light type, with the points being Clamp Locks and the track fully track circuited. The power frame will be retained for spares for Immingham Reception Sidings.



Immingham East Junction signal box.

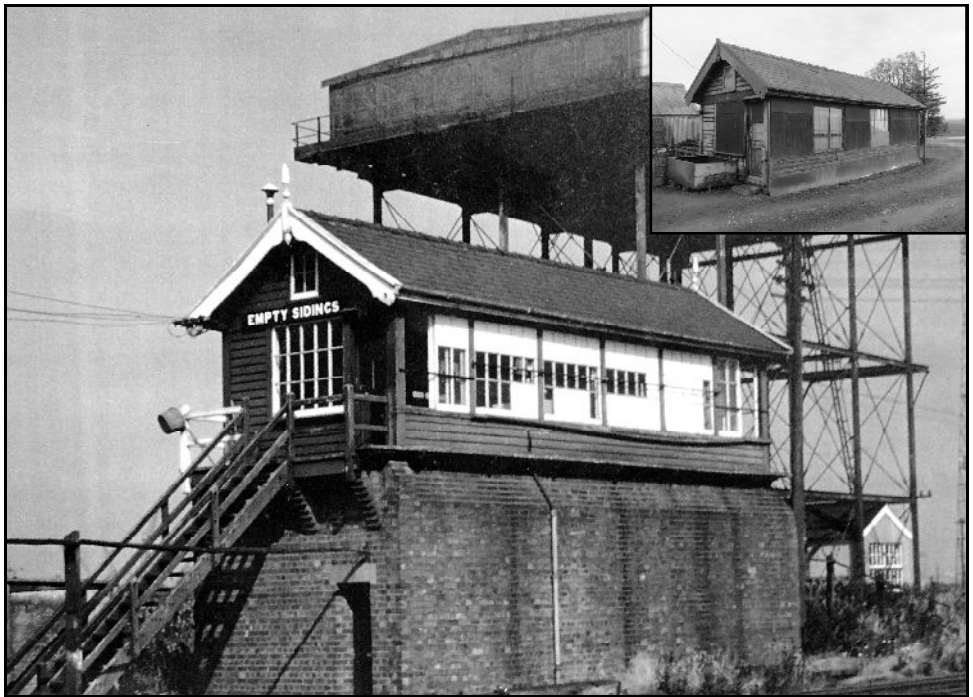
photo: Chris Booth

Immingham Marshalling Sidings

A 44 lever BPRSCo frame signal box was commissioned on 16th March 1913 but this box had a relatively short life and it was reported that it had closed by January 1917.

Immingham Empty Sidings

A 76 lever BPRSCo Slide Frame signal box was commissioned on 1st December 1912. In its final days before the box closed on 1st August 1971, 45 levers were in use. The top half of this box was reused and can still be seen on a farm along a minor road between the B1210 at Immingham and Keelby, just after passing Roxton Sidings signal box. In 1975 Mr Dixon, a farm owner, purchased the top of the box for a sum of £20 and had it transported to his farm where it is in use as a watchman's hut, complete with coal stove, armchair and pitchfork, the latter of which is used to greet night time visitors! The signaller's desk is still in situ and in it three Train Registers from 1963 and 1964, remarkable survivors! It recently had the rear window smashed by stone-throwing yobs and the one remaining name board was stolen a while back.



Immingham Empty Sidings signal box. Inset: as a watchman's hut.

photo: Chris Booth

Immingham Reception Sidings

This is the largest of the signal boxes being 35ft x 12ft, a 92 lever BPRSCo Slide Frame being commissioned here on 6th October 1911. A small Westinghouse M1 NX panel was commissioned on 26th October 1967, which controls the entry to the Humber and Lindsey Oil Refineries. On 3rd May 1970 a BR(ER) IFS panel was installed that controls the lines over Humber Road Junction where the lines diverges to either Immingham East or Immingham West. This box works TCB to Ulceby and TCB to Immingham West and Absolute Block to Immingham East on the Up & Down lines that pass alongside Immingham TMD. During WW2 the locking rooms of the boxes and the relay rooms were protected by a thick brick blast wall, which survives to this day.



Immingham Reception Sidings signal box.

photo: Chris Booth

Immingham West Junction

A 48 lever BPRSCo frame signal box was commissioned on 25th March 1912, lasting until 26th June 1972 when it was superseded by an IFS panel. This itself was decommissioned on 5th September 1979 and replaced by a BR(ER) IFS panel. This in turn was replaced by a National Rail Supplies, IFS panel on 1st May 2006. The box itself looks like it is a motley collection of sheds perched on a rendered brick base and pillars. It is in real need of some TLC! It now controls the Western approaches to Immingham docks, access to the Killingholme branch and the bulk coal and ore terminals.



Immingham West Junction box as built (left), with protective brick wall (centre) and today (right).

Humber Road Junction

A 40 lever BPRSCo frame was commissioned on 24th June 1912 being decommissioned c1925, with the box closing at the same time.

The electric operation of these boxes entailed them having a device that looks very much like a grandfather clock, indeed this is the nickname for these things. The equipment controls the power supplies for the points, signals and detection. The BPRSCo electric frames operate on the American "Taylor System", this being powered by one central 110v battery (per signal box). This requires fairly extensive cross protection arrangements to protect, in effect, against two earth faults forming a circuit and operating something erroneously. This is achieved by the circuit breaker in the "Grandfather Clock" (which is properly called the Cabin Switch Board) which is held in by an electro magnet. This latter is fed by a circuit that passes through a "Cross Protection

Relay" (CPR) for each lever, to detect current. If this current is too great the relay operates and breaks the "hold in" circuit for the main circuit breaker which drops out by gravity, cutting off the supply to the power frame. Originally this would replace any signals in the "off" position to danger. However, possibly because the springs in the cross protection relays had weakened with age, signals randomly returning to danger became too regular so the circuit was modified such that when the circuit breaker had dropped out, sufficient current passed through resistance lamps, located at the top of the cabinet, to hold signals in the "off" position, but not to allow operation of any other points or signals. If any attempt was then made to operate anything, the problem was revealed by all four bulbs shining brightly instead of a feeble glow from an odd one. The solution to the aging CPR's was actually to jam them with bits of paper (these are open relays) and to leave the "Grandfather Clock" door open with the circuit breaker propped up with a broom handle!



Immingham Reception box frame (left) and the 'grandfather clock' at Immingham East (right).

The current plans are that the Immingham area will be controlled from the new Rail Operating Centre being built at York, by 2016. However, like all things on the railway, these plans could change.

The 1892 date stone at the Hollingwood Hub by Rod Auton

I thought readers might be interested in the photo of the tunnel at Chesterfield Central. It was sent to me by Peter Martin, whose father, George W. Martin, took it on the last day of trains operating on the Chesterfield Loop. He says that this was Saturday 2nd March 1963. The websites say that it closed to passengers on 5th March, so presumably there were two days without trains before the official closure.

I believe there was only this one date stone at the north end of the tunnel. It remained in situ until the Inner Relief Road was built in the early 1980s. It was 'displayed' in Ringwood Park until rescued by the Chesterfield Canal Society in 2011 and moved to Hollingwood to be used as a feature opposite the new Hollingwood Hub café/meeting room. This is an appropriate location for it as it is adjacent to the site of Staveley Works railway station which was on the Chesterfield Loop.

There is a car park at the Hollingwood Hub so it is a good starting point for exploring this section of the Chesterfield Canal.



*above: The date stone above the north portal of the tunnel at Chesterfield Central on 2nd March 1963.
photo: George W.Martin*

*below: The date stone now in place alongside the Chesterfield Canal at the Hollingwood Hub.
photo: Rod Auton*



More information and photos can be found on the Chesterfield Canal Society's website at <http://tinyurl.com/culq7yc>.

More thoughts on coal handling at Immingham Dock **by David Wrottesley**

In addition to the magnificent *Immingham Dock Centenary Souvenir*, the July 2012 issue of *The Railway Magazine* also included an article on Immingham Dock by Robert Humm. Unfortunately neither publication included details about the movements of loaded/empty coal wagons to and from the coal hoists on the Coal Quay or the actual movement of wagons on and off the hoists. The movement of wagons by pilot engines, from the elevated loaded storage sidings to the hoist sidings via shunt necks, and the movement of the empty wagons back to the empty storage sidings was briefly referred to by me in my previous letter in *Forward 173*. However it is the actual transhipment of coal from rail wagon to ship that has still not been explained in detail.

The GCR designed and constructed the most modern of facilities at Immingham. This was after their officials and staff from Grimsby Corporation had been to Cardiff Docks in South Wales and discovered all sorts of wagon congestion problems with the handling of coal there. The GCR Publicity book *Per Rail* mentioned in the RM article did not, sadly, cover adequately the fascinating detail and scale of the operation involved in moving loaded coal wagons onto the hoists and the subsequent removal of empty wagons. In my view the intricate details of this entire operation on the Coal Quay should be recognised in this Centenary year.

The seven gravity-fed coal hoists were each capable of handling 700 tons of coal per hour. Hoist No.1 was at the west end of the Coal Quay and No.7 at the east end. They were not each served, as the RM article said, simply "by a fan of eight sidings". The track layout, designed and constructed by the GCR, was far more ingenious than that.

Hoists Nos.1, 3 & 5 were originally accessed by six sidings, hoists Nos.2, 4 & 6 had seven and hoist No.7 had five. Hoists Nos.1-6 were each approached by four loaded coal sidings while No.7 had three. Pilot engines propelled loaded coal wagons onto these gravity sidings. These loaded sidings connected together before the hoists, and had previously been connected seven times to the three high level loaded coal shunt necks. These in turn were connected from three groups of sidings in the storage area - A, B & C. Hoists Nos.1, 3, 5 & 7, in addition, were each accessed at a lower level by two gravity worked empty wagon sidings, whereas hoists Nos.2, 4 & 6 had three. These empty wagon sidings were connected before the hoist, and again into four single roads before they ran underneath four bridges carrying the high level loaded sidings shunt necks. These then connected four times into two empty wagon shunt necks. The empty wagon shunt necks were parallel to, but at a lower level to the loaded wagon shunt necks. These empty necks were then connected with the main empty storage sidings which were adjacent to the main loaded storage sidings. In consequence the track layout constructed meant there was normally continuous movement. Coal was not delayed in being unloaded, or in conflict with empty wagon movements, except at the actual hoist where wagons were moved onto and off the hoist by railway dock staff.

The ingenious track layout method adopted meant that the various empty roads were located between the loaded roads. Empty wagons on the two empty wagon roads from Hoist No.1 were to the east of the three loaded sidings, but empty wagons on the three empty wagon roads from Hoist No.2 were to the west of the four loaded sidings. Empty wagon roads from Hoists No.1 & 2 connected to make one of the four connections to the shunt necks. A similar track layout occurred between Hoists Nos.3 & 4 and between Hoists Nos.5 & 6. Hoist No.7 empty wagon roads were on their own.

It is important to remember that at some stage, after the construction of the seven hoists and experience with them, a decision was made to alter the procedure on some of the hoists of moving loaded and empty wagons to and from the unloading point and how the coal was unloaded onto the ship. Unfortunately, the picture shown on page 24 of the RM article does not show the original operation introduced 100 years ago in 1912, but the improved one. This was also adopted in later years on hoists Nos.3 & 4 with part of

the Coal Quay dock side siding being lifted. This also allowed improved roadside access to ships and improved coal discharge. Hoists Nos.5-7 with their access tracks were abandoned, as was storage sidings C. The original method was retained on hoists Nos.1 & 2. The picture referred to shows, on the right, a loaded coal wagon on a high level loaded siding having its contents side tipped onto a covered shore-based conveyor belt which ended at the dock side. Coal could be transferred onto a separate conveyor belt that accessed the area above the ship. This was to allow a short drop of coal into the holds. An empty wagon can be seen in the centre of the picture, which has already been unloaded and placed into an empty wagon siding shunt neck. It would then be gravity worked into the adjacent but low level empty sidings.

The original method for unloading coal into a ship was for a loaded wagon to be gravity fed from the loaded sidings into the upper level of the hoist. The wagon could be raised at one end and then coal would be end tipped onto a movable angled transfer chute, which had previously been positioned. This was wide at the top and narrow at the bottom. The narrowest end accessed the area above the hold of the ship. On completion of the coal dropping procedure, the chute would be removed, the wagon righted and then lowered to the low level part of the hoist to be removed to the empty wagon sidings.

Both photos on page 73 and the lower photo on page 76 of *Immingham and the Great Central Legacy* by Mummery & Butler show this original method in operation. The upper photo on page 76 shows loaded wagons on the dockside siding. I suspect that incorporated in the empty wagon siding in the lower level of the hoist were wagon turntables to access the dockside siding as well as the empty sidings. This offered an alternative method of supplying loaded wagons and releasing empty wagons at the hoist.

These procedures showed the foresight once again of the GCR in understanding the total logistics of railway terminal operation.



Coaling at No.2 hoist. A wagon is being end-tipped on the hoist while the previous wagon stands on the lower level empty wagon shunt neck. There also appears to be a low-sided wagon on the dockside photo: Immingham Museum

Modelling the proposed LNER class R2 - Part 1: The prototype by Richard Irvén

Locomotive engineers would draw out ideas that they thought might address some need of the motive power department. Some were for increased power or speed, sometimes it was to find increased efficiency and sometimes the engineers tried to work on a new form of power. This project is one of the latter. Some of these projects make it into full production and may be produced by the ready to run model manufacturers, some became only prototypes which might be brought out by a kit manufacturer, however, the ones that never make it off the drawing board will always need to be scratch built. These designs fail to make the production stage because the situation changes, another idea comes along or a simpler solution is found to the motive power department's needs. This locomotive was not built for all of these reasons. This was a compressed air locomotive requiring both steam and diesel power!

The rationale

The design was sparked by a need to find a way of transferring the new diesel power from the engine to the wheels. Whilst what I will describe will seem overly complicated, even hare-brained, we have to remember that we have the benefit of hindsight to know what the simplest solution was, at the time they had to work things out as they went along.

The inspiration

It had been tried by the Deutsche Reichsbahn in 1929. They built a 4-6-4 numbered V32.01 which they had hoped would be able to do fast passenger work, however, after trials between Augsburg and Stuttgart, it was relegated to freight workings between Stuttgart and Bruchsal. This might help explain why the German locomotive had much larger wheels than Gresley's choice. Deutsche Reichsbahn scrapped V32.01 in 1932 at the time that Gresley's plans were being drawn up, which may help explain why he shelved his plans. Modellers of the German scene are lucky as Marklin have produced a limited edition of V32.01 in HO. If you wish to know more about V32.01 go to www.aqp143.dsl.pipex.com/MUSEUM/LOCOLOCO/diesair.htm.



LNER class R1 0-8-2T no.134 (GNR number) at Colwick on 26 March 1923. photo: W.H.Whitworth

The design

It is explained in *RCTS : Locomotives of the LNER Part 9B*, that Gresley intended to use the frames, wheels and cylinders from the ex-GNR Ivatt class R1 0-8-2T tank locomotives that were being withdrawn at the time from working on coal traffic in the Nottingham area on the Great Central lines. On this he would place a new superstructure.

This is a great example of the reading around that Gresley did so that he could stay up to date with new innovations. The locomotive worked by the diesel engine driving a compressor which generated compressed air which would be fed into a reservoir. At the other end of the locomotive was an oil fired steam generator which sent the steam down pipes to super heat the compressed air on its way from the reservoir to the cylinders. This would give the engine more power. The cylinders would drive the wheels in the same way that a conventional steam locomotive would. Then the used compressed air would be expelled through one of the exhausts/chimneys. The other was used to vent the used steam.

The specification

The specifications for the locomotive were for it to have a maximum tractive effort of 19,200lb, (down from 27,626lb of the original R1), derived from a 400hp diesel engine driving a four cylinder air compressor at 7 Bar (102psi) going to the 150ft³ air reservoir and eventually to the cylinders which were going to be lined to reduce them from the original 20in x 26in of the R1 to 18in x 26in. Power was then transferred to the 4ft 8in eight coupled wheels. All this came in a package which would tip the scales at 74.5 tons and it would be 38ft 11¼in long.

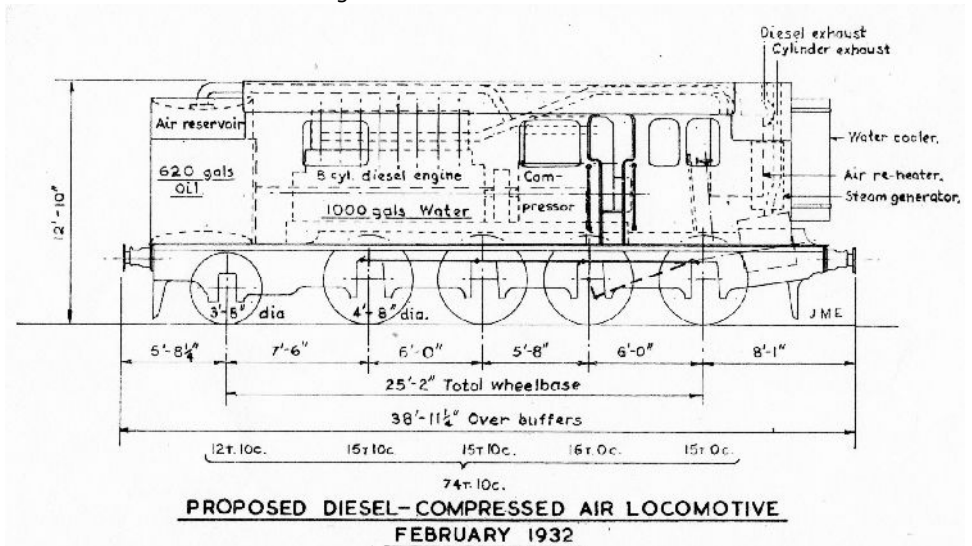


Diagram of the proposed locomotive from p18 of *'RCTS: Locomotives of the LNER Part 9B'*.

Why it was never built

In the end this locomotive never made it off the page. Some Gresley might-have-been locomotives like the P10 had frames made for them before they were halted (F.A.S. Brown: *Nigel Gresley: Locomotive Engineer*). In the end the diesel compressed air project was shelved for lack of money and its over complexity did not look as promising as other early diesel transmission ideas. If it had made it into production, Robin Barnes in his book *Locomotives that Never Were* surmises that it would have been used on the same coal traffic around Nottingham on the GC lines that the R1 tanks had done.

As I model the Great Central this spurred me on to model this interesting might-have-been. Also I have seen models of Gresley's other proposed locomotives, including two outstanding models of the P10, but none of this design. If you want to know more about the P10 design on the internet an excellent model has been made by "Atlantic 3279" which can be viewed on You Tube or at 'Iner.info/forums/viewtopic.php?f=3&t=2443&start=120'. He has also kindly shown me how he built it. I hope one day to own one myself, but first to build the R2. This will be described in Part 2.

Annual General Meeting 2013

In accordance with Section 7(a) of the Society constitution, notice is hereby given that the Annual General Meeting of the Society will be held on **Saturday 18th May 2013** at the headquarters of the North London Society of Model Engineers (NLSME), Finchley, starting at 11.00am.

Under Section 9 of the constitution proposals for changes to the constitution, properly signed by the proposer and seconder, should be sent to the secretary to reach him no later than Friday 6th April 2013.

Under Section 5(c) nominations for the committee, signed by the proposer and seconder and made with the agreement of the nominee, should be sent to the secretary to reach him no later than 26th April 2013.

Proposers and seconders must be paid up members of the Society.

Only proposals made in accordance with the constitution will be accepted for the Annual General Meeting.

Brian Slater
Secretary

Editor: Travelling instructions will be given in the March issue of *Forward*

Model railway exhibition diary

Some events that may interest our readers

Fri 7th - Sun 9th Dec: Comm-Rail MRE at Poynton Community Centre, Park Lane, Poynton, Stockport SK12 1RB.

Sat 9th & Sun 10th Feb: The Festival of British Railway Modelling at Doncaster Exhibition Centre, Ledger Way, Doncaster DN2 6BB. <http://tinyurl.com/auyg974>

Sat 16th & Sun 17th Feb: Syston MRS at Sileby Community Centre, High Street, Sileby LE12 7RX. www.systonmrs.org.uk

Sat 23rd & Sun 24th Feb: Risex 2013 at the Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX. www.rdmrc.org.uk

Sun 24th Feb: Ilkeston (Woodside) MRE at Trowell Parish Hall, Stapleford Road, Trowell NG9 3QA. www.ilkestonwoodsidemrc.co.uk/IWMRC/IWMRC.html

Sat 9th & Sun 10th March: Macclesfield MRE at Tytherington High School, Manchester Road, Macclesfield SK10 2EE. <http://macclesfieldmrg.org.uk/exhibition.htm>

Sat 16th March: Chesham MRE at Elgiva Theatre, St Mary's Way, Chesham HP5 1HR.

Sat 16th & Sun 17th March: Nottingham MRE at the Hadden Park High School, Harvey Road, Bilborough, Nottingham NG8 3GP. www.nottingham-modelrailway.org.uk (*Note change of venue this year.*)

The Gainsborough Model Railway, at Florence Terrace, Gainsborough DN21 1BE, is open to the public (1.30pm-6.00pm) on Sun 9th Dec and Sun 30th Dec. Visit www.gainsboroughmodelrailway.co.uk for more information.

Some recent items from Great Central Railwayana Auctions

The next auction at Stoneleigh Park will be on 19TH January 2013.



A GCR platform lamp with milk glass panel engraved CHARWELTON. Sold for **£420**.



A GCR platform lamp with milk glass panel engraved HELMDON FOR SULGRAVE. Sold for **£820**.



A carriage print SULGRAVE MANOR, NEAR HELMDON, NORTHANTS, by John Bee, from the LNER post war series. Sold for **£80**.



A signal box nameboard, STAVERTON ROAD. Sold for **£360**.

The Gainsborough Model Railway - visited on 13th October

For a report of the Autumn Meeting see p2.



This busy location is Hornsey just out of King's Cross.

photo: Chris Booth



Former GCR class 1A ('Glenalmond') 4-6-0 as LNER class B8 no.5279 *Earl Kitchener of Khartoum* in Ferme Park goods yard.

photo: Bob Gellatly



At the buffer stops at King's Cross.

photo: Chris Booth



LNER class A5 4-6-2T no.5045, built to Robinson's class 9N design, in the car carrier terminal. An historical juxtaposition!

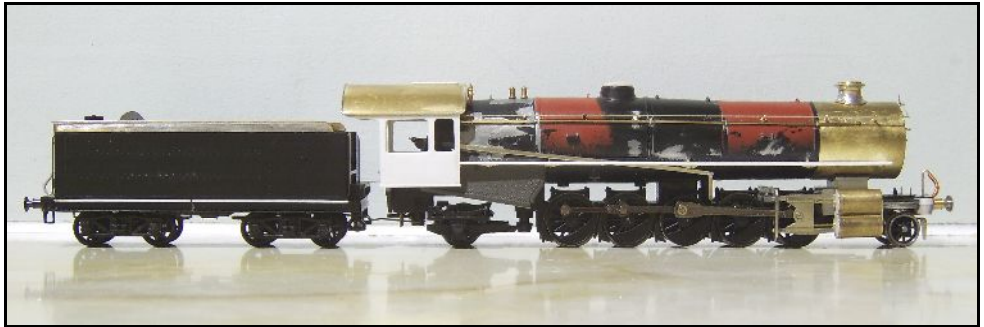
photo: Bob Gellatly

Models by Graeme King

see article on p25



above: The Bachmann USRA "light" 2-10-2. below: After conversion to a Baldwin GCR locomotive.



above: As GCR no.1260 in plain black livery. below: With three steel bogie wagons and a brake van.



Modelling the abortive GCR bulk haulage scheme

by Graeme King

Introduction

The idea of modelling the large, novel, US designed four-cylinder locomotives and the high capacity bogie wagons that might have featured in this scheme had quietly fascinated me for several years. The locomotives would have pushed even the generous main line loading gauge of the Great Central Railway to its limits. They would have possessed a unique arrangement of twinned outside simple expansion cylinders on each side of the loco, with actions yoked together on enormous common crossheads, and would have been strongly American in looks with a 2-10-2 wheel arrangement, otherwise unknown on Britain's railways.

I was finally spurred into action by the prospect of involvement with the display of models for the Immingham Dock 100th Anniversary and by a helpful suggestion gratefully received from "St Johnstoun", a fellow contributor to an internet-based LNER discussion forum. He had noted that the proposed GC locos were similar in general outline to the USRA 2-10-2 types that were built in quite large numbers. Ready-to-run models of these locos, that might be suitable for adaptation, were available, offering a handy cost-saving short cut to a final result.

Historical Background

In 1904 the GCR had built a number of all-steel coal wagons, each carrying 40 tons of coal. Compared to the three or four typical smaller wooden wagons then required to carry such a load, the equivalent tare-weight of the large steel wagons was much less, making it easier and cheaper to haul larger trains of coal. However, many of the collieries and coal merchants would not modify their facilities and methods to accept these new larger wagons. They were thus used only on the GC's own loco-coal traffic, although quite late in their lives some of these wagons, resplendent with extensive script publicising the LNER and Yorkshire coal, accompanied *Cock o' the North* across the Channel on its trip to Vitry.

In 1913-14 the GCR looked again at a scheme to use many more large steel wagons to move coal in bulk for export more efficiently from South Yorkshire to the then new Immingham Dock. Locomotives designed and built at Baldwin Locomotive Works in Philadelphia would have hauled these long trains of new wagons. The scheme did not go ahead, the main reason probably being the start of the 1914-18 Great War which restricted coal export through Immingham.

My model of the proposed locomotive is constructed to resemble a drawing by L.Ward based on the Baldwin Works blueprint. These huge new locomotives, if built, would have dwarfed anything on Britain's railways at the time. The wagons I modelled are of the 1904 type. I do not know whether the 1913-14 scheme would have used this design of wagon or a further new type not built.

My information for this project was gleaned from a number of sources, listed as references at the end of this article. Many questions arise regarding the genuine feasibility of the GCR proposals and the shape that they might have finally taken had the scheme proceeded. In order to build my models I have had to make decisions based on probabilities as I assessed them, or just to suit personal preference. I am NOT claiming that my models show the way that the 1913-14 scheme would actually have been implemented, they are just my conjecture.

The Baldwin Locomotive Model

The starting point for this was a Bachmann Spectrum HO scale model of a USRA "light" 2-10-2 locomotive. I had determined from prototype drawings available on Wikipedia that the height, width and general shape of the locomotive would be fairly suitable when masquerading as a 4mm scale Baldwin model, but the overall length and coupled wheel size/wheelbase would be deficient. I could have avoided these deficiencies by using

the more expensive Walthers Proto 2000 model of a USRA "heavy" 2-10-2, but unlike the Bachmann model this appeared to be unavailable to purchase in Britain. Adding import duty, higher postage and the higher price of the model would have raised the total cost of my loco by about £60.

The many changes that I made in order to convert the USRA "light" 2-10-2 locomotive included:

- Removal of cowcatchers, knuckle couplers, US "Southern" valve gear, high running boards, and the many unwanted handrails and pipes for steam, oil, air and sand supplies.
- Building up the top of the front beam, reshaping its ends, drilling the beam for buffers and coupling hook and altering the low platform behind the front beam.
- Extending the swing-arm of the front pony truck to move the axle forward and fitting spoked Gibson pony wheels and guard irons.
- Complete replacement of cylinders, slidebars, crossheads and slidebar support bracket using new items made up from brass tube, brass rod, nickel silver etch waste, nickel silver strip (from Eileen's Emporium), brass pins, crankpin washers plus varying amounts of solder, filler and plastikard.
- Adding dummy frames in plastikard under the firebox to eliminate the unrealistic showing of daylight above the rear truck.
- Extending the smokebox with a thin brass wrapper and fitting a new smokebox front including a large British style smokebox door (an old Nu-Cast spare) dressed with a new GC style hinge, strapping and seating ring.
- Assembling a new chimney from pieces of brass tube and rings of square brass bar, soldering these up, then turning to something-like GC profile – in the chuck of an electric drill using small hand held files.
- Removing sand domes and making good with filler the resultant recesses in the boiler top – the Ward drawing shows one sand dome but I felt that the GC would either have vetoed this feature or removed it at the first opportunity.
- Construction of a complete new cab using rolled brass sheet for the roof (with wire beading soldered to the edge plus a plastic rectangle and rails to represent a sliding ventilator) along with spectacle plate, sidesheets and rear sheet cut from plastikard.
- Fitting new lower running boards, in the process devising as invisible a method as was conveniently possible for bracketing these off the boiler given that they had to fit straddling the staggered line along which the boiler divides into upper and lower parts when access to the drive mechanism is required!
- Reinstatement of modified mouldings for injectors and boiler feed water pipes.
- Tender sidesheets, tank top and underframe shortened by matching amounts, removing the US brakeman's lookout and "backing up" lamp in the process.
- Tender side copings and raised rear of bunker lowered to a straight line matching the rear of the tender.
- New shallow brass tender coping plates added around sides and rear, plus a new rear coal plate to the bunker.
- Revisions to style of tender front bulkhead and front handrail positions.
- Minor alterations to tender rear ladder.
- Replacement of US style tender bogies (with their tiny HO scale wheels) using Parkside Dundas diamond frame bogies and Gibson 2' 9" spoked 4mm scale wheels – this neatly corrected the tender ride height which was otherwise too low for the fitting of British buffers and coupling hook.

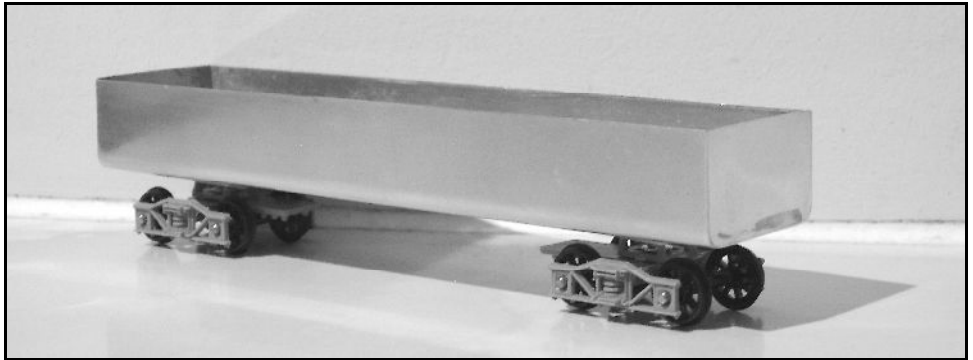
I re-finished the modified loco model in plain black livery. I couldn't quite convince myself that the GCR would have applied its lined black goods engine livery to these locos, or that it would look right in model form, and I wasn't sure that I wanted to try to apply that livery anyway. I did however apply GC script and crest to the side of the tender, using some Guilplates transfers kindly provided by a friend, and I printed up a

GC oval loco numberplate for the cabside, carrying a number that might have been allocated to the loco. The lack of lining also left me with scope for further modeller's licence as I was able to temporarily finish the right side of the loco with a BR number and early emblem!

The High Capacity Steel Bogie Wagons

For these wagons I firstly made a master model of the body and separate masters for various parts of the underframe, then made moulds from these using RTV silicone rubber. I was then able to duplicate major parts of the wagons quickly and easily using casting resin. The mould making and casting process is a long subject in its own right and outside the scope of this account.

The basis for the body of the master wagon was a sheet of brass, formed with some difficulty into a channel shape with rounded lower edges. Rolling those edges around a suitably large drill bit wasn't a problem, but creating two accurate parallel bends in close proximity was a bit of a challenge as one formed side of the channel got in the way of attempts to form the second side. Once I was satisfied with the basic brass channel I soldered in sheet brands ends to lock the shape. I then covered the outer face of the channel with pieces of thin plastikard, squaring off the bottom edges of the door openings in the process.



Thin strips, mainly of 5 thou plastikard, were embossed with rivets by hand, using the needle-sharp point of a small set of spring-bow compasses. The rivets are largely at 1mm spacings, easily maintained by working along the edge of a rule, but the creation of all of the rivets was a tedious process calling for care and a properly developed "feel" in order to produce reasonably consistent results. The finished strips were bonded to the wagon body to represent the visible parts of the framework, along with thicker "riveted" pieces to represent door hinge straps and catches.

More plastikard, laminated where necessary, produced the headstocks, the end stanchions and the main central girder supporting the wagon body. So as to facilitate the casting of replicas I also thickened the wagon sides, ends and floor by adding more plastikard to the inside faces. I had decided in advance that it was beyond me, in the time I was willing to devote, to arrange for the master wagon and its cast copies to have a detailed interior. The models will therefore have to run fully loaded with coal. Taking advantage of this decision I have added a number of false bulkheads across the interior of the long body, making it very unlikely that the sides will ever warp seriously! Masters for other basic parts included trussing made from square brass bar, vacuum cylinders sawn from a piece of round pencil, and for mounting the brake screw-handles some V-hangers cut as hollow triangles from plastikard, each stuck at right angles to a suitable small mounting plate.

The resin castings I've made do not therefore cover all parts of the wagons, although if I ever find the time and inclination I am now in a position to model a fair train length of

these wagons without having to scratch-build every one. Should others wish to model these loco coal wagons I am also potentially able to help out by supplying the body and underframe castings. The cantilevers that rise from the central girder to support the lower edges of the wagon must be made and added separately, and there are sixteen per wagon. I made mine from 14.5mm long pieces of the smallest available T-section Plastruct, filing the ends to the necessary oblique or tapered shapes then rolling the outer end of the cantilevers around the lower edges of the wagon as I glued them in place. T-section brass could perhaps be used instead.

Bogies, wheels, buffers, couplings, end vacuum pipes, and the various rods/shafts/levers/handles forming part of the brake gear also have to come from other sources. The missing brake gear can be made up from straight wire plus the odd strip of etch waste and plastic. Diamond frame bogies from the Cambrian or Parkside Dundas ranges plus spoked 2' 9" wheels are readily adapted so that their mounting plates fit the channel in the main girder under the wagon body. Ratio bogies would probably fit too, although I haven't tried these as Ratio won't sell them without the moulded plastic wheels and couplings which are useless to me. Even the cast metal diamond-frame bogies from an old Triang well-wagon can be made to fit with minimal difficulty, although they raise the buffer height a little too high.

The exact style of Spencer buffer for the loco coal wagons does not appear to be commercially available, although Andrew Hartshorne's Wizard Models range includes several near-misses. All have bases that are not the right shape but which could be modified by simple cutting and filing. His NBR Spencer wagon buffers (part number NBRC014) have fixed steel heads which are too small but can be changed. His LNWR Spencer carriage buffers are more suitable, featuring larger round heads and apparently available as an integrally cast "economy version" (LNWC025A), or with fixed steel heads (LNWC025B), or fully sprung (LNWC025) to suit those with the taste and budget for the latter.

Of the three wagons that I have so far had time to assemble from my resin castings, I have left two in grey primer to represent GCR wagon livery, the other in red-oxide primer with a black painted underframe to portray LNER "fitted" wagon livery. The short train that I was able to display "for illustrative purposes only" at the Immingham Dock 100 event was therefore in mixed GCR and LNER liveries on its left side, as a train might have been in the early years of the 1923 grouping. I only had time to apply minimal lettering to the wagons too, just GC or NE, and as I had no GC transfers I had to hand-cut a suitable stencil in order to produce the GC lettering.



The Brake Van

For want of any better idea I chose to use a GC brake van of the later "standard" 6-wheeled type. This was built from an old etched brass kit by Jidenco (later in the Falcon Brass kit range and possibly destined to rise again under new ownership). The kit was okay but not without faults. The otherwise unsupported top edges of the thin van sides and ends were also reinforced internally with square brass bar. I also added broad strips of etch waste inside the thin top edges of the low verandah sides, improving strength and giving a more convincing "thickness of timber" appearance.



The unit carrying the six w-irons for the van looked generally a good idea, arranged to fold-up simply to form a strong channel for fixing to the floor of the van. It gave the van a ridiculous Triang style buffer height when fitted as supplied! I cut this unit into right and left halves then made new bends in those two pieces, reducing the overall ride height. Although buffer styles on these vans vary in photographs, none appeared to be like the simple turned brass ones supplied by Jidenco, so I obtained some that looked about right from Lanarkshire Model Supplies' large range. I also added some riding lamps, restyled from items saved from an Airfix / Dapol BR brake van kit. As a novelty, I mounted these on stiff wire brackets which extend downwards inside the verandah of the van, passing vertically through a length of wire insulation sleeve on the way. The sleeve is glued to the inside of the corner post of the van, but not to the wire, the arrangement allowing the brackets and riding lamps to be swung in or out as per those on the real vans.

Fittings on the roof were modelled after much study of photographs, especially in Peter Tatlow's *LNER Wagons vol.1: Southern-Area* (Wild Swan, 2005). None of the photographs proved outright the nature and layout of the fittings, but interpolation between different views and comparison with better pictures of the roof of a GC ballast brake helped to settle the issue. I finished the vehicle in LNER early style brown-red oxide livery with large lettering as I required this vehicle to also serve as a brake van on my 1930s period home layout.

Sources of Further Information

Great Central, Volume Three: Fay Sets the Pace, 1900-1922 by George Dow. Ian Allan, 1965. ISBN 0-7110-0263-0. Includes drawings for the GC Baldwin loco and separate accounts of the 1904 bogie wagons and the 1913-14 scheme.

J.G.Robinson: A Lifetime's Work by David Jackson. Oakwood Press, 1996. ISBN 0-8536-1497-0. Includes drawings for the bogie wagons and an account of the 1913 GC management tour of North America that may have been the catalyst for the GC bulk coal scheme.

Locomotives that Never Were by Robin Barnes. Jane's, 1985. ISBN 0 7106 0326 6. Includes written details and an artist's impression of the Baldwin loco, another of which appears on the author's website - www.robinbarnes.net.

Articles in previous issues of *Forward*, the journal of the Great Central Railway Society, specifically:

Forward 136. "The Great Central Bogie Coal Wagons" by Lawson Little.

Forward 138. "Model Notes – Great Central Bogie Coal Wagons" by Anthony Miller.

The discussions found on www.lner.info/forums have been helpful and I would recommend that anyone interested in the LNER should join.



above: The Bachmann NRM exclusive edition 00 model of 'Butler Henderson' in GC livery. £130.
below: The Platinum edition comes with a stand and is limited to 100. £160



Modellers' corner **by Tony West**

Bachmann are to be congratulated on finally producing a 4mm scale 'Director', firstly in the form of a D11/2 and now the NRM exclusive edition of no.506 *Butler Henderson* itself. From what photos have been released it appears to be a superb model in a fine rendition of GC livery. But there is a slight caveat in that it is a superb model of the preserved loco not the original! This means that it has the LNE snap riveted smoke box and the oversized tender lettering, features of the preserved loco, have been faithfully portrayed on the model. Minor points perhaps but a missed opportunity none-the-less. To end on a positive, Bachmann have at least paired these models with the correct tenders and the D11/2 is also correctly without the full water pickup gear.

The long promised J11 has, so far, proven to be very camera shy, but should be well worth waiting for. The icing on the cake for the 4mm modeller has to be the announcement that OO Works are to produce an RTR limited run of C13 tanks in both LNE and BR liveries....so all we need now is some GC rolling stock for these to pull.

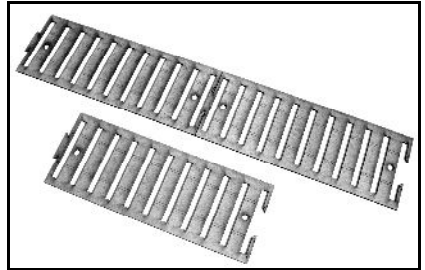
In 7mm scale the prospect of a bogie fish van moves ever closer. I am told (exclusively) that subject to some test etch results it won't be long now. The latest offering from S&T is the 1905 D1T5 open carriage truck and is available at a price of £30 plus postage.

Something that may be of interest to those who aspire to hand built trackwork is a laser cut jig. This is based upon an 1895 drawing for a 30ft track panel with 11 sleepers. Each jig is designed so that you can clip a number of these together to construct trackwork with the correct sleeper spacings, even at the prototypical joints. If you are interested then please contact Rob Burge at Lasercraft Devon. I believe the price is approx £2.20 per panel plus postage.

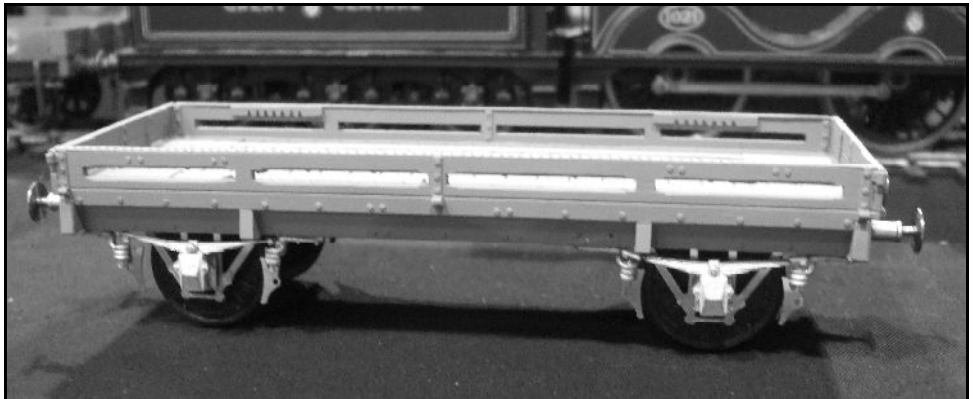
OO Works
Brendon, Langham Road, Robertsbridge, East
Sussex TN32 5DT
tel: 01580 882185
e-mail: ooworks@btinternet.com

S&T Wagon Works
82 Clifton Way, Hinckley, Leics. LE10 0UZ
tel: 01455 233372

Rob Burge
Lasercraft Devon
36 Cambridge Road, Ford, Plymouth PL2 1PU
tel: 0742 516 1018 website: www.lasercraftuk.com



Laser cut track jig from Lasercraft Devon.



The 1905 open carriage truck in 7mm from S&T.

Arrivals on the bookshelf

"Images of 150 Years of the Metropolitan Railway" by Clive Foxell

Published by The History Press, 2012 (www.thehistorypress.co.uk) at £11.69. ISBN 928 0 7524 7009 2. Softback with laminated cover 128pp.

As the title indicates, Clive Foxell's book is a pictorial survey of the Metropolitan Railway, but it would be an injustice to dismiss it as only that. Primarily with two photographs per page, by his informative captions Clive has woven the series of illustrations into a progressive history of the 'Met' from its January 1863 opening as the world's first underground railway, through the reaching out into 'Metroland', to the present day.

Amongst the uniformly well-reproduced photographs there are some that are familiar, and the book would be the poorer without them, not least that on the cover: that charming view of a 1930s nanny and her charge gathering wild flowers by the lineside at Dutchlands, quite oblivious to the passing Aylesbury-bound train behind a 'K' class 2-6-4 tank. There are also many previously unpublished photographs, mainly of trains, as is to be expected, but also including a smattering of artefacts, tickets and posters, some of which could have benefited from larger reproduction, but of course there is only so much space.

There are, inevitably, one or two eyebrow raisers, such as that GB Railfreight's *Valour* carries the nameplates from the Great Central's original, but Clive's thorough knowledge of his subject, plus the involvement of our President, Richard Hardy, and GCRS stalwart Len Bunning are guarantees of the worth of this book. Thoroughly recommended.

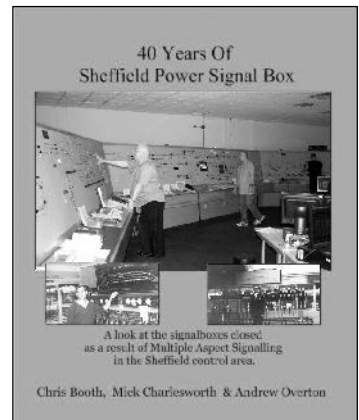
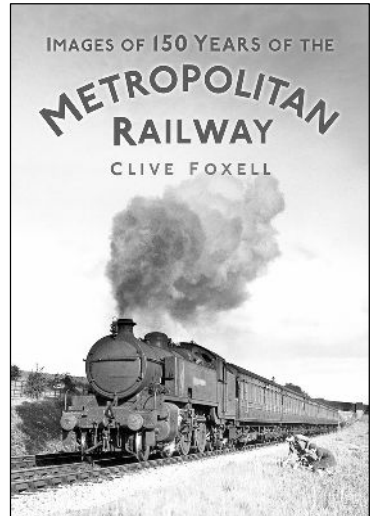
Ken Grainger

"40 Years of Sheffield Power Signal Box" by Chris Booth, Mick Charlesworth and Andrew Overton

Published by Blurb (www.blurb.co.uk), 2012. Hardback (£41.94) and softback (£36.94). 160pp.

This book charts the rise of multiple aspect signalling in the area which was to become controlled by Sheffield PSB, from the first small resignalling schemes of the 1960s to the widescale signal box closures of the 1970s when centralised power box signalling arrived in the Sheffield area. Later modernisations and rationalisations up to the present day are also fully covered.

Lavishly illustrated with over 400 mainly colour photos - many previously unpublished from private collections - the boxes and locations affected are described and contrasted with the scene today. The comprehensive text sections are based on fresh primary research and provide the reader with the complete picture of signalling in this complex area over the last half century for the first time.



Great Central Railway interest is also catered for as the former GCR lines from Rotherham Central via Aldwarke and Thrybergh to Mexborough and Cadeby are covered.

The book is only available through the on-line publisher Blurb and can be reviewed and ordered at <http://www.blurb.co.uk/bookstore/detail/3587630>.

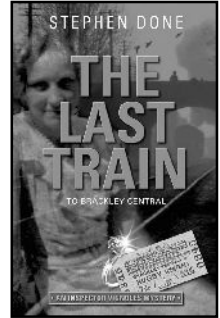
Chris Booth

The Inspector Vignoles railway detective stories

The current edition (No.439) of the Railway & Canal Historical Society *Bulletin* draws attention to a series of detective stories by Stephen Done featuring Detective Inspector Charles Vignoles of the LNER Police based at Leicester Central. They are published by The Hastings Press. Titles quoted are *Smoke Gets In Your Eyes*, *The Torn Curtain*, *The Last Train to Brackley Central*, *The Murder of Crows* and *The Marylebone Murders*.

Richard Graham

Editor's note: Any reviews would be welcome!



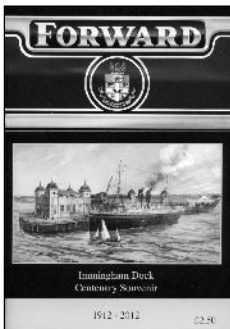
British Railways (Eastern Region) Magazine DVD

Great Eastern Railway Society

The British Railways (Eastern Region) Magazine is now available on a set of two DVDs. They contain every edition, fully word-searchable, from the first one in January 1948 to the final one in June 1963. You will need a computer with a DVD drive to read the files. The scanning of the magazines and the production of the discs have been done professionally.

The cost of a set is £15 to non-members and £10 to GERS members (plus £1 towards postage). An order can be placed and paid for on line at the GER Society web site: www.gersociety.org.uk – go to Sales and then to the Files Emporium. Alternatively a cheque payable to GERS Publications may be sent to Barry Jackson, 14 Quantock Close, Bedford Mk41 9EW.

Barry Jackson



The Immingham Centenary Souvenir Edition 1912-2012

A 'Forward' style booklet giving a pictorial review of the Immingham Dock from its construction to the present day with 8 pages in colour.

Priced at £2.50 to non-members.

Copies can be obtained by either

1. Sending your order by post with a cheque made out to 'GCRS' for £3.00 (UK), £5.50 (Europe) or £6.00 (worldwide), to Dave Smith, GCRS Sales, 34 Jenford Street, Mansfield, Notts NG18 5QX.

or

2. Sending your order by e-mail to Dave Smith at crockett-smith@ntlworld.com and using PayPal to pay gcrs@talktalk.net.

The Pollard family railway history - Part 15

by John E. Pollard

John now turns to his brother Les for a source of anecdotes

Les Pollard started at Annesley as a greaser with the wagon examiners. His job was to fill the fat boxes on the wagons with grease. A lot of the wagons at that time had grease axle boxes and Les used to carry a container with two compartments full of grease round each train that came into Annesley up bank. At the same time there were two tappers going round the train, one on each side. Sometimes Les would have to check more than forty grease boxes on a train. This would mean a visit to the store to top up his container. He had to be quick if there was more than one train on the bank.

He started in the yard when he was sixteen and transferred to loco when he was seventeen. That was the start of a long career on the footplate, from cleaner through to driver, from LNER to British Railways Midland Region. He ended his railway days as a diesel driver at Toton. We are both getting on a bit now and not everything recounted will be in sequence. Some incidents may seem strange but all are true.

He was once cleaning a GN Atlantic and as he was cleaning the wheels the war time black paint started to peel off. It had been put on over grease. When cleaned, all the wheels and rods looked fantastic. But she only ran like it for a few days before she was repainted back to wartime black.

As a passed cleaner he signed on one night and was told he had a job with an elderly driver whose mate had not turned up. The driver was waiting on the engine. When Les climbed up, the driver asked him, "Who are you?" and when Les told him the driver replied, "You're not coming with me. Go and tell the foreman I want a regular fireman." So Les went back and told the foreman who said, "Go and tell him to come to the mess room - his job is cancelled." About an hour later the foreman came in the mess room and went to Joe Thomson a young driver and said, "There's a troop train coming on the up, go to Annesley South and take it to Banbury. Take Les Pollard as your fireman." Then the old driver spoke up and said, "That should be my job. I'm the senior man. I should have it." "You can't," said the foreman, "you haven't got a mate and you have already refused to take Les. You are on shed duties for the rest of your shift."

A few tales about Joe Thompson. He was coming back to Annesley light engine from Mansfield. Between Sutton and Kirkby Central Joe's hat blew off. He stopped and set back to pick it up but had forgotten the jack catches and dropped the tender off all wheels. It was a GC 'Tiny'.

Another time he was coming up the Mansfield branch, again with a GC 'Tiny', this time with a steel train from Frodingham and it was a Frodingham engine. Just before they topped the bank there was a bang on the driver's side. Joe stopped and put the brake on then got down to see what had happened and was surprised to find the connecting rod broken in half. The fireman went to Kirkby Central box and phoned Annesley for an assisting engine and for the fitters to take the rods down. When it was stripped and they were ready to go back to Annesley the fitters put the broken rod on the frame and then found out it had been welded at some time and had broken at the weld. Later Frodingham denied all knowledge of the repair and claimed it must have been done somewhere else.

On another occasion Les was working with Joe, they were on the Waleswood job. They had put the empties in Waleswood Colliery and got a load of about twenty coal wagons for Annesley. They had a J39 0-6-0. As they were going up Staveley Bank Joe suddenly shouted and jumped off the engine. Les got down the steps on his side ready to drop off but looked forward and couldn't see anything amiss in front. So he went to Joe's side and looked back to see Joe running after the train. Les shut off and applied the brake. Joe caught up and climbed back up. Les asked, "What happened?" and Joe said, "I dropped my pipe and went back for it."

Les was on the late night Annesley-Mottram on the assisting engine, another J39. The train engine was a GC four cylinder whose crew were having a bit of trouble with it, so Les and his driver went off shed first to get the train ready in Annesley down yard. The guard asked what the train engine was so they told him it was a four cylinder so the train was made up to a full load. Later the train engine came out and backed up in front of their engine. Les got down, hooked them on, took his lamp off and told the other fireman the load. They whistled up and got the road but then the trouble started. They had a hard time getting the train on the move with both engines slipping. They finally got moving and got through Annesley tunnel. They had the back boards off and had a clear run through Kirkby Bentinck and New Hucknall and a good run at Tibby bank but even so, they just struggled over the top without stopping. Then it was fairly level through Tibshelf and Pilsley and from there it was down hill to Staveley. They continued through Staveley and had a rough time dragging the train up through Woodhouse and then to Darnall where they stopped for relief and to fill the tanks. It was then that Les found out that the train engine was not the four cylinder he thought it was but a GC 'Director' 4-4-0. Apparently the four cylinder had failed on shed and nobody had told Les. Consequently they had been well over the load allowed and the train had to be reduced before going on to Mottram.



A group of Annesley drivers. Les is on the far left of the back row. photo: Les Pollard collection
One night when Les was still a passed cleaner, all the passed cleaners were lined up and the foreman cleaner Harry Gretton was detailing the jobs. It was a very foggy night and

Les got the job of fog man. He had to stand at the top of the shed roads before the outlet signal. He was equipped with a hand lamp and some detonators. If the outlet signal was clear he displayed a green light. When an engine passed to go up to the board he turned the light to red and put a detonator down. He then walked up to the signal to wait for it to clear again. The first engine off was a 'Pom-Pom'. Les turned his lamp to red, put a detonator down and then went to wait for the outlet signal to clear. When clear he returned, changed the lamp to green and removed the detonator. The second engine was a GC 'Tiny', after which he followed the same routine. The third engine was a tank engine going to replace the Dido engine which had failed and was coming back onto shed. Les gave the tank engine a green light but soon after it had passed him he heard a loud bang. Shortly after two tank engines locked together came back on the shed facing road both with badly damaged buffer beams. As they passed Les he got a stream of verbal abuse. Harry Gretton came up with a replacement passed cleaner and told Les to go with him to the loco. They went into the foyer and Harry got a report form and said, "Right Les. What happened?" After Les had told him, Harry went into the office and got on to the signalman at No.4 box and gave him a telling off for allowing an engine facing road onto the shed in fog. It should have gone under the hopper and through the ash pits. Then he took Les into the messroom where both drivers and firemen started onto him again. Harry stopped them and then asked the fireman on the incoming engine, "Where were you when the collision happened?" "On the footplate," was his answer. "Right," said Harry, "in foggy weather you should have been walking in front of your engine to let your mate know the road was clear." He turned to the driver and said, "You and the signalman will be held responsible." He turned to the other driver and said, "You will get away with it, but you should not have been going so fast." "We were told to hurry," said the driver. Harry said, "I don't want to hear another word from any of you about this. The cleaner did his job properly but you didn't." Then he told Les, who was still shaking, "That's it Les, you're in the clear. Settle down and stay in the mess room for the rest of the shift."

Les was once sent with a driver Jack Hickling to Nottingham Victoria to relieve a troop train going north. They left Nottingham and came up by Annesley. At Kirkby South they were turned onto the Mansfield line to Clipstone where they were turned east on the old LD&EC towards Tuxford. From there they went on to the GN main line up to Doncaster and then onto the GC line to Mexborough. Then via Attercliffe Jct and through Darnall back onto the GC main line. When they got back to Nottingham Victoria they were relieved and the train continued southwards. We found out later that this was a few days before D-Day and the circuitous route was to disorientate the troops so they didn't know where they were going!

As a passed cleaner Les was on a night turn to Lincoln. When they finally got relieved at Lincoln they had over nine hours in. Les had eaten his four sandwiches about five hours earlier and was getting hungry. They went into Lincoln canteen where there was roast ham on the menu. Les and his mate got stuck in as the young woman behind the counter had piled their plates up. She was stood at the counter watching Les enjoying his meal. When he had finished the young woman asked, "Would you like some more?" Les said, "Yes please," and went back with his plate full. His driver stood up and said, "I'll have some more as well." "No you won't," she replied, "he's on the shovel doing all the work while you just sit on your backside. My father is a fireman and I know how hard they work." When the girl wasn't looking Les gave his mate a couple of slices.

After they had eaten they went to see the foreman at Lincoln loco. He told them he wanted them to take a 'Ragtimer' (a GN class K2 2-6-0) to Tuxford loco then catch the Dringhouses-Annesley back home. They went out and climbed on the engine. The driver said, "I don't like this Les there is something wrong." As the engine was ready they put their kit away and set off. It did not take them long to realise they had been sold a pup, what with wear in the axle boxes, wear in the big end and side rod bearings, flats on all driving wheels and tender wheels, they could not sit down or hear each other without

shouting. They were pleased to leave her on the ash pits at Tuxford. When they told the foreman the engine number and where she was he told them to go to the mess room while he made a few phone calls. About an hour later the foreman came in and said, "That engine's not one of ours, we don't want it. You had better take it to Annesley." "Not likely," the driver replied, "we're going home on the Dringhouses." "You're not," was the foreman's answer, "that went through three hours ago. That engine is your only way of getting home." So they had to go out and get on it again. They got stopped at Mansfield station where they filled the tank. As the board did not come off when they whistled up, Les went to the box where the signalman told him that a coal train had been stuck between Mansfield and Sutton and con pilot had gone to push them through to Kirkby South Junction. As it was a long section, as Sutton and Kirkby Central boxes were closed, they had to wait a long while until the train had cleared Kirkby South. When they arrived at Annesley loco it was 3am. They had been at work 17 hours. They found out later the engine they had brought from Lincoln should have been towed dead to Doncaster she was overdue for major overhaul.



BR class O4/1 2-8-0 (a 'Tiny') no.63671 has emerged from Annesley Tunnel with a train of empty mineral wagons. The signals are set for the Mansfield line. The left board is for the GN to Langwith Junction and the right board is for the GC main line. This was a classic location for photographers on Lindley's Lane bridge. The cutting is through magnesian limestone. photo: D.K.Dykes

Welcome to the following new members

Mr G. Lawrence, Redbourne, Herts
 Mr D. A. Hull, Southport
 Mr S. C. Robinson, London NW10
 Mr J. E. Lumb, Halifax
 Mr D. E. Slowe, Grimsby

Mr K. C. Matthews, Wellingborough
 Mr E. Taylor, Chesterfield
 Mr P. W. Lacey, Romford
 Revd Canon J. N. Greaves, Bucknell

Readers' forum

from David Bodicoat, Quorn, Leicestershire

Forward 172 p10: A signalling error at Ashendon Junction.

Some information from the April 1959 *Trains Illustrated* magazine regarding the incident which has been exercising the minds of some readers of *Forward*:

There was an extraordinary mishap on the evening of February 7 when in slight fog a "Castle" on the 6.10 p.m. Paddington-Birkenhead took the ex-G.C. line at Ashendon Junction, beyond Princes Risborough and was reported to have travelled some six miles before the engine crew sensed an error and stopped at Grendon Underwood; an engine was then despatched to haul the express back to Haddenham for reversal on to the Banbury route and it eventually reached Wolverhampton just after midnight, nearly three hours late. It is thought that a signalman may have forgotten it was a Friday, when a 6.8 p.m. relief runs ahead of the 6.10, and that after the former's passage he might have assumed the next train offered was the 6.18 p.m. from Marylebone, setting the road accordingly.

This gives the date as February 7th of that year and some information as to the remedial measures applied to remedy the situation which had developed. One also wonders what the delay to the GC line train was. Contrary to what has been written, the GC train was not the 'Master Cutler' - that had lost its name in September 1958 to the GN Pullman service from Sheffield to King's Cross and the LM region were initially minded to withdraw the GC train at that time. However there was an unexpected outcry from regular users of the train from Nottingham and Leicester, which caused a change of mind, so the train ran from September 1958 until 2nd January 1960 without a name and with little official support. From the latter date it was withdrawn with the other GC line expresses.

Query: 'Crabs' at Annesley.

Whilst leafing through the April 1960 *Trains Illustrated* I spotted that Annesley shed had three K3s and six J11s in store, and that they had been replaced by a batch of LM 'Crab' 2-6-0s. Did anyone ever photograph those strangers on the GC, I wonder? They may have stayed some time because I recollect, in the course of preparing an article on the demise of the GC line expresses, I discovered that some of the early semi-fast workings in 1960 were powered by 'Crabs'.

from Brian Holyland, Greenford, Middlesex

Forward 173 p44: Query from Dave Peel re.'Starlight Specials'.

I would refer Mr Peel to *Forward* 141 where a photo of A3 no.60111 *Enterprise* on a Starlight Special (with another of my photos) appears on page 35 (see *opposite page*). Although the caption omits the fact, this is the 8th southbound departure from Edinburgh, and these trains were allowed time to run platform line at Sudbury Hill (Harrow), Sudbury & Harrow Road and Wembly Hill (from Blind Lane). The distance involved was about 3 miles. I took the photo at 6.30am, therefore in good time for an on-time arrival at 6.50am. The 9.45pm from Marylebone was the main train but a 'Q' train was timed to depart at 10.05pm and frequently ran. Further information appears on page 33 of *Forward* 141 (*reproduced below*).

'Starlight Specials' were introduced in 1953; the first departure from Marylebone on Good Friday 10th April at 10.5pm hauled by Neasden class A3 No. 60111 'Enterprise'. From that date up to and including 10th May, 60111 worked all Friday and Saturday departures from Marylebone and the return workings from Leicester (Central). (Sixteen return workings in total.) However there was one exception - Friday and Saturday 24/25th April when 60051 'Blink Bonny' took over the working.

I have also included some timetables. Incidentally, the signal box mentioned, Blind Lane, as pictured on page 32, is now in service at Rothley on the present day GCR.



BR class A3 4-6-2 no.60111 'Enterprise' with the 9.40pm Edinburgh-Marylebone north of Wembley Central on Sunday 3rd May 1953 at 6.35am. photo: Brian Holyland



BR class B1 4-6-0 no.61001 'Eland' at Sudbury & Harrow Road with the 9.40pm Edinburgh-Marylebone on Saturday 4th July 1953 at the later time of 7.19am. Running fast line due to signal boxes being open at this time. The train is composed of Gresley stock. This loco shared the haulage of these trains for the first few weeks with 60111. photo: Brian Holyland

FRIDAY, 29th MAY.

250. PRIVATE EXCURSION.

379. ADDITIONAL TRAIN: "STARLIGHT SPECIAL."

AA. 10.0 p.m. MARYLEBONE TO MANCHESTER—RETIMED.

		250	250			250	250	379	AA
Class		A	A	Class		C	A	A	A
	a.m.		p.m.			a.m.	p.m.	p.m.	p.m.
Pleasley	7 50			Marylebone		11 35	7 15	10 5	
Skegby	7 55			Neasden South Junction		11 47	7 25	10 15	
Sutton-in-Ashfield Town	8 0			Neasden North Junction		11 49			
Kirkby South Junction	8 6			Neasden Sidings		11 52			
Bagthorpe Junction	8 18			Northolt Junction East		11 55			
New Basford				High Wycombe				10 24	
Nottingham Victoria	8 23			Princes Risborough				10 45	
Leicester Central	8 w 27			Ashendon Junction				10 55	
Woodford Halse	8 5			Harrow			7 30		
Culworth Junction	8 47			Watford South Junction			7 45		
Grendon Underwood Junc.	8 49			Rickmansworth			7 47		
Ashendon Junction	10 9			Chalfont & Latimer			7 56		
Princes Risborough	10 22			Great Missenden			8 5		As
High Wycombe	10 35			Aylesbury			8 21		bkd.
Northolt Junction East	10 46			Quainton Road			8 27		to:-
Neasden Sidings	11 4			Grendon Underwood Junc.			8 30	11 15	11 19
Neasden South Junction		6 30		Brackley					8s
Marylebone	11 13	6 32		Culworth Junction			8 51	11 36	11 40
	11 22	6 45		Woodford Halse					11 51
				Rugby Central			8 58	11 38	11 55
				Leicester Central					12 16
				Nottingham Victoria				8s	12 21
				New Basford			9 w 33	12 17	3 mins.
				Bagthorpe Junction			9 w 38	12 23	later
				Kirkby South Junction			10 9		to:-
				Sutton-in-Ashfield Junc.			10 13	12 50	
				Skegby					
				Pleasley					
				Heath				1 28	
				Stavoley Central				1 31	
				Woodhouse East Junction				1 36	2 37
				Darnall				8s	
				Sheffield Victoria				1 49	
				Attercliffe Junction				1 v 55	
				Rotherham Central					2 47
				Mexborough No. 3					3 2
				Mexborough West Junc.					as
				York					bkd.
				Edinburgh					
								3 14	
								7 42	

A.—10.15 p.m. Nottingham Victoria to Pinxton to run 3 minutes later than booked.

For Stock and Formation see next page.

SATURDAY, 30th MAY.

**446, 448. ADDITIONAL TRAINS: "STARLIGHT SPECIALS."
264, 266, 524. PARTY SPECIALS.
263. DAY EXCURSION.**

AA. 6.0 a.m. NOTTINGHAM TO MARYLEBONE RETIMED.

Class	446	448	263	264	AA	524	266
.....	A	A	A	A	B	A	A
.....	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Mexborough West Junction	2 10	2 27	.....	.....	.....	.....	.....
Mexborough No. 3	2 14	2 31	.....	.....	.....	.....	.....
Rotherham Central	2 24	2 41	.....	.....	.....	.....	.....
Attercliffe Junction	2 34	2 51	.....	.....	.....	.....	.....
Darnall	2 38	2 55	.....	.....	.....	.....	.....
"	2 44	3 1	.....	.....	.....	.....	.....
Woodhouse East Junction	2 51	3 8	.....	.....	.....	.....	.....
Staveley Central	2 59	3 16	.....	.....	.....	.....	.....
Heath	3 10	3 27	.....	.....	.....	.....	.....
Kirkby-in-Ashfield Central	.....	.....	.....	.....	.....	.....	7 20
Kirkby South Junction	3 24	3 41	.....	.....	.....	.....	7 23
Hucknall Central	.....	.....	.....	.....	.....	.....	7 32
Bulwell Common	.....	.....	.....	.....	.....	.....	7 39
Bagthorpe Junction	3 33	3 50	.....	.....	.....	7 22	7 42
Nottingham Victoria	.....	.....	.....	.....	.....	7 27	7 47
"	3 37	3 54	.....	.....	.....	7 32	7 52
Loughborough Central	.....	.....	6 8	.....	.....	.....	8 13
Quorn & W.	6 3	6 3	6 14	.....	.....	.....	.....
Leicester Central	4 8	4 25	6 26	.....	.....	.....	8 26
"	4 15	4 32	6 31	7 35	.....	8 2	8 31
Whetstone	.....	.....	6 41	.....	.....	.....	.....
Lutterworth	.....	.....	6 58	.....	As	.....	.....
Rugby Central	.....	.....	7 8	.....	bkd.	8 27	.....
"	.....	.....	7 10	.....	to:—	8 32	.....
Charwelton	.....	.....	.....	.....	8 12	.....	.....
"	.....	.....	.....	.....	8 22	.....	.....
Charwelton Up Loop	.....	.....	.....	8 10	.....	.....	.....
Woodford Halse	.....	.....	.....	.....	8 27	.....	.....
"	4 56	5 13	7 29	8 23	8 33	8 51	9 10
Culworth Junction	4 50	5 15	7 31	8 25	.....	8 58	9 16
Culworth	.....	.....	.....	.....	8 40	.....	.....
Helmdon	.....	.....	.....	.....	8 48	.....	.....
Brackley	.....	.....	7 43	.....	8 55	.....	.....
Finnere	.....	.....	.....	.....	9 4	.....	.....
Calvert	.....	.....	.....	.....	B 9 14	.....	.....
Grendon U. Junction	5 17	5 34	7 58	8 46	9 17	9 28	9 39
"	B3	B6	.....	.....	.....	.....	.....
Ashendon Junction	5 27	5 47	8 6	.....	.....	.....	.....
Princes Risborough	5 38	5 58	8 18	.....	.....	.....	.....
High Wycombe	5 49	6 9	8 30	.....	.....	.....	.....
Northolt Junction E.	6 10	6 30	8 54	.....	.....	.....	.....
Quainton Road	.....	.....	.....	8 40	9 22	9 38	9 44
Aylesbury	.....	.....	.....	.....	9 32	.....	.....
"	.....	.....	.....	8 50	9 38	9 48	9 52
"	.....	.....	.....	B	as	.....	.....
Great Missenden	.....	.....	.....	9 F13	bkd.	10 2	10 8
Chalfont & L.	.....	.....	.....	9 25	.....	10 14	10 21
Rickmansworth	.....	.....	.....	9 32	.....	10 20	10 28
Watford South Junction	.....	.....	.....	9 34	.....	10 22	10 30
Harrow	.....	.....	.....	9 48	.....	10 36	10 44
Neasden South Junction	6 19	6 39	9 5	9 55	.....	10 41	10 49
"	B3	B3	.....	.....	.....	.....	.....
Marylebone	6 30	6 A50	9 16	10 7	.....	10 52	11 0

A.—5.1 a.m. Parcels Aylesbury to Marylebone to arrive Marylebone 6.54 a.m. F.—9.15 a.m. Great Missenden to Marylebone to run 8 minutes later than booked. H.—Up Loop 7.38 a.m. Nottingham Victoria to Rugby Central to depart Loughborough Central 8.17 a.m. and run 8 minutes later forward.

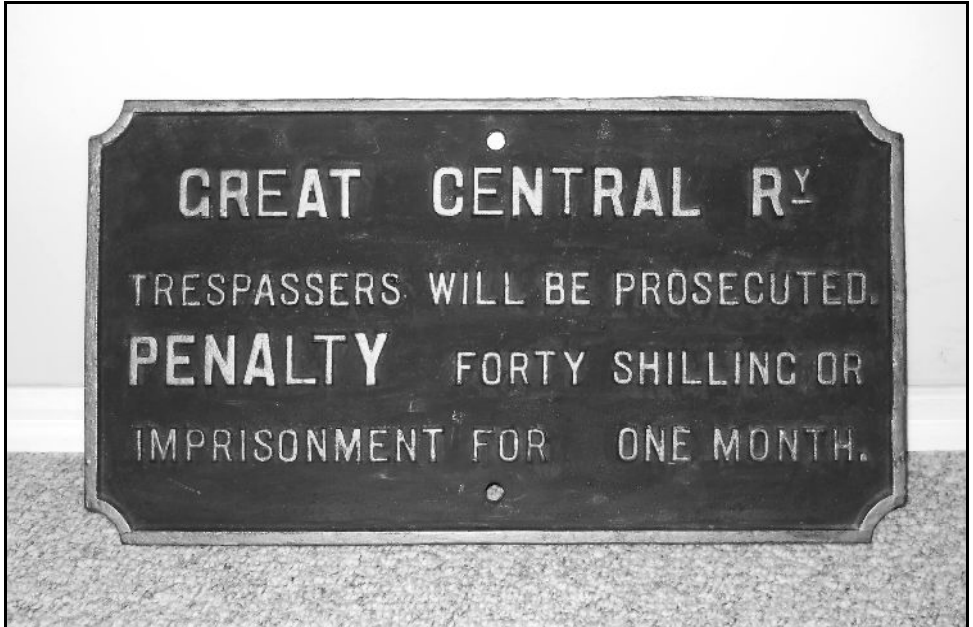
For Stock, etc., see page 18.

from Ted Staunton, Vancouver, British Columbia, Canada

Forward 167 p8: The GCR in fiction

I have been looking through copies of *Forward* magazine: congratulations on a job very well done. Endlessly interesting. I have especially been impressed by the reminiscences of railwaymen and the tributes to the fallen in the Great War.

I have a memento of the GCR, a cast-iron sign and thought you folks might like to see it. Whoever set it up for casting indiscriminately mixed light face poster type with bold (seen in the heading and the word 'Penalty'). Each letter would have been nailed to a backboard to keep them in position while wet sand was poured over the whole to make a matrix for iron-casting. Interesting also about the value of money at that time: forty shillings or a month in jail!



I also enjoyed the article in No.167 (March 2011) by Paul White. Not sure if the attached extract taken from a book *The Grouse*, published in 1910, is 100 per cent relevant to his call for more articles. It describes a journey from London to Scotland but I don't know whether it would be the Great Central Railway.

Editor's note. Thank you Ted but the journey described was from Euston and therefore would be with the London & North Western Railway.

from Susan Major, susan.major@virgin.net

Query: Who was T.R.?

For some research I am doing, I have been drawing on a series of articles which appeared in the *Great Central Railway Journal* during 1916 (stored in the NRM library), which are entitled *Tales of the old Manchester, Sheffield & Lincolnshire Railway* by 'T.R.'. Do any of your readers happen to know who 'T.R.' was?

from John Smart, Brighouse, W.Yorkshire

Forward 172 p48: The Chaloner's Whin photo.

Further to John Quick's comments about this photograph on page 43 of *Forward* 173, I can confirm that the first three vehicles are indeed NER gangwayed corridor stock.

The leading carriage is a van composite, to use the NER terminology, built to diagram 174. Ten vehicles were built to this diagram in 3 batches. The one in the photo is one of four built in 1912, nos. 341, 488, 904 and 2378. Dow (vol. 3) states that the original NER section, starting 3rd Oct. 1921, had a brake first, open third and composite diner. The second vehicle is almost certainly an open third, as Dow indicates. The third carriage is, as John suggests, a twelve-wheel dining car. Two diagrams had the distinctive underframe; D166 was a composite type and D170 a third class. Although the view is not very clear, it looks as though it is a D166. The brake first has been replaced by the 'BCK' D174 (two 1st and three 3rd compartments). The NER had two types of gangwayed corridor van first with 2 and 4 compartments, clearly not the first vehicle.

I also think that the location is correct, south of Chaloner's Whin Junction. Interesting that the train is still on the Leeds line rather than the Normanton, which it must take to access the S&K for Sheffield. All the above being equal, it is likely that the train captured is the 6.25pm ex-York. Looking beyond the NER carriages I think the next two may be North British examples of corridor brake composites, representing the through carriages from Aberdeen and Glasgow to the far south west. The first three carriages would travel to Swindon.



Another look at the photo that appeared in Forward 172 of GCR class 11B 4-4-0 no.1018 near Chaloners Whin. photo: unknown

from Peter Naylor, Nottingham

Forward 173 p37: Green for caution.

The editor asked if shunters used a green light for caution. The old railway hand lamps they only had 3 aspects - red, white and green. When making shunting movements you used red to stop, white to send you way from the shunter or call you back, and green for caution when you were getting close to the wagons you were going onto. This was the only time in the rule book that a green light was used for caution.

Mystery photos of MS&L class 6B 4-4-0 no.128

The locomotive was built in July 1880 by the MS&L at Gorton. The platform station sign in the lower photo could be 'St.Helens'. The MS&L station at St.Helens was the terminus of a branch from a junction at Lowton St.Marys on the MS&L Glazebrook-Wigan Central branch, an isolated section of the MS&L in Lancashire. If that is correct how could the loco run round on the single track? Can anybody give further information?



Rear cover caption

LNER class B2 4-6-0 no.5423 *Sir Sam Fay* at Neepsend shed at Sheffield in 1933. GCR no.423 was the first of the class 1 locomotives to emerge from Gorton Works in Dec. 1912. It was named after the General Manager of the GCR. The remaining five members of the class were named after cities served by the GCR. Unlike earlier Robinson 4-6-0 designs the class 1 had inside cylinders. Sadly, these magnificent looking engines were soon replaced on the Marylebone expresses by the new 'Directors' and spent the rest of their lives on secondary duties between Manchester, Sheffield, Cleethorpes and Lincoln. They retained their LNER green livery to the end which in the case of *Sir Sam Fay* came in April 1947. A career that was not as illustrious as its namesake.

photo: Photomatic

