

FORWARD



Journal of the Great Central Railway Society

Nº 181

September 2014

GREAT CENTRAL RAILWAY SOCIETY

www.gcrsociety.co.uk

Forward is the house journal of the Great Central Railway Society and is published quarterly in March, June, September and December.

The Society, founded in 1974, is open to all who are interested in any aspect of the Great Central Railway, its predecessors, successors and joint lines. For membership details contact the Membership Secretary or visit the website.

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Kevin Curran, Ken Grainger, Howard Turner.

Any views or opinions expressed in *Forward* are those of the individual contributors and not necessarily those of the Editor or Committee Members of the Great Central Railway Society. Contributions for the December 2014 issue (no. 182) must reach the Editor by 1st November 2014.

Front cover caption

A war weary Robinson 2-8-0 carrying ROD number 1683 makes a sorry site at Gorton with coupling rods removed. Built by R.Stephenson & Co. in July 1918 for the ROD, it was purchased by the LNER in Nov. 1925 and given the number 6497. In Sept. 1941 it was again taken into War Dept. stock as no.706. Had it remained in LNER stock it would have been renumbered 3700 in 1946.

The strange building in the background belongs to the engineering firm of Armstrong-Whitworth.

photo: W.H. Whitworth



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Editorial

The 100th anniversary of the start of the Great War this year has been marked by numerous television programmes and magazine articles not to mention a plethora of books on the subject. No doubt most readers will have watched the 5-part series *Railways of the Great War with Michael Portillo* screened on 4th- 8th August. The role of the railways in the Great War was crucial. The Germans hoped to invade France via Belgium (avoiding the French border fortifications) using the railways for the rapid movement of troops. It would have succeeded were it not for the efforts of the Belgians in sabotaging their own railways and the rapid mobilisation of the British army transported by railway from all parts of the UK to meet and stop the German advance. The subsequent stalemate was maintained by the use of railways on both sides to keep up the supply of men and supplies. This aspect of modern warfare was first seen in the American Civil War where the railways were used to keep up the supply of soldiers to the various battlefields with devastating numbers of casualties. (Incidentally will the rest of the UK be invading Scotland if they vote Yes to leave the Union?) Never again would the railways play such a crucial role as in the Great War as road transport began to play a greater part in military logistics.

The Railway Operating Dept. in the Great War relied heavily on Robinson's 2-8-0 design, not only on the Continent but in many other theatres of the war. Many came back home to be purchased by our home railways, particularly the LNER. These war veterans gave good service right up to the 1960s, a testimony to the robustness of their design. I think every member of the GCRS should have a Bachmann model of the O4 on display!

As usual, acts of remembrance will take place in November at both Sheffield (*Sun. 9th Nov.*) and at Marylebone (*Tue. 11th Nov.*). At Sheffield this is centred on the GCR war memorial in front of the Royal Victoria Hotel. At Marylebone the ceremony has been centred on the visiting GBRf locomotive *Valour* when available. The good news is that Chiltern Railways have pledged to replace the two missing war memorials at Marylebone, Ken Grainger having been asked to contribute his expertise to the project. They will be unveiled at this year's remembrance ceremony. A good turn out of GCRS members will be appreciated.

Finally, Martin Bloxom will be giving a talk at the Sheffield branch of the GCRS on Thurs. 4th Sept. The subject is 'The Great Central Railway in the First World War'.

Bob Gellatly

The Great Central Railway Society Autumn meeting "The Cleethorpes Special"

**Sat. 11th October 2014 at 'The No.1', Station
Approach, Cleethorpes DN35 8AX**

If arriving by train, turn right on leaving the station. 'The No.1' is in the old station buildings on platform 1. There is a pay-and-display car park at the station.



10.00 am	Doors open with sales and displays.
10.30 am	'100 years of Immingham Dock' by Bob Gellatly.
12.30 pm	Lunch. 'The No.1' serves food and there are other food outlets nearby.
2.00pm	'Through Kirton Tunnel - A Railway Journey from Sheffield to Cleethorpes' by Stephen Gay.
4.00pm	Finish.

The Northern Rail Saturdays only service from Sheffield via Retford and Gainsborough arrives at Cleethorpes at 10:13. This is a good way to arrive if it fits in with your travel arrangements. Unfortunately the return service doesn't leave Cleethorpes until 18:36.

Minutes of the 2014 Annual General Meeting held on Saturday 17th May 2014 at Lovatt House, Loughborough.

Present: 35 members. The meeting was opened at 11:05 by the Chairman.

A minute's silence was observed for deceased members – P.J.Paget, G.A.Jacobs, P. Lang, J.A.Cox, D.Hingley, P.J.Moffatt and Mrs B.F.Trueman.

1 Apologies for Absence:

Apologies were received from Tony West, Richard Tilden-Smith, Martyn Chapman, Mark Hambly, Dave Bell, Ian Jewell, Robert Flemming, Jack Turner, Michael Reade, Neville Taylor, Ron White, Fred Hartley, Brian Wainwright, Ralph Coulson, Jonathan Wray, David Hull, Arthur Lee, John Newsome, Jane Edwards, Andrew West, Roy Chapman, Paul Greenwood, Richard Wilson and Dave Arnold.

2 Minutes of the 2013 AGM:

The minutes of the 2013 Annual General Meeting, which had been published in *Forward*, were accepted as an accurate record on a proposition by Geoff Burton and seconded by Graham Cloxton. They were then signed by the Chairman.

3 Matters Arising:

There were no matters arising.

4 Officers' Reports:

Chairman's Report – Mike Hartley reported that it had been a quiet year compared to previous ones. We are working on the digitisation of the archives, which are now based at Immingham Museum, thanks to the Trustees and John Trevitt.

Discussion took place at two committee meetings on whether to join with the Buckley Society in republishing a second edition of the book 'The Buckley Railway' and it was decided not to continue owing to the cost and limited potential sales.

The committee have supported the Society well and he thanked them.

Finally, he has been Chairman since 1996 and is looking for a successor. Anyone interested to contact the Secretary.

Secretary's Report – Four committee meetings had been held during the year. Anyone wishing to see the minutes should send Brian Slater an e-mail and copies will be sent as a PDF.

We have had difficulty in getting the white metal parts cast to enable the production of the ex-D&S model kits, but hopefully have now found someone else to cast to the required standard. He hoped to produce some kits for the LD&EC Horsebox this year. He had represented the society at the Warley exhibition at the NEC. He thanked Steve Mills again for his help at the exhibition. Brian finished by thanking Mike Hartley and Ken Grainger for arranging today's venue.

Treasurer's Report (including Membership Secretary's Report) – Eric Latusek started by reporting that at the end of March, there were 475 members compared to 485 the previous year. He had produced a hand out showing the demographic of the membership. The largest group is in the 60-69 range, with 70-79 next. This has implications for the future membership.

We gained 19 new members, although 29 left the society including 7 deceased. He then commented on reasons for leaving and the option of payment of subscriptions by Standing Order.

Eric then reported on the accounts. The net balance at 31st March was £9,252.69, compared to £8,239.46 last year. He thanked our new auditor, Amelia Ford, for auditing the accounts and she has agreed to do so again next year. He commented on the balance sheet; subscriptions are the largest source of income, sales are similar to previous years, although these fall and rise from year to year. The largest expense is printing *Forward*, followed by postage.

Several smaller items were commented upon.

The subscription of £16 took effect from April 1st and no further increase is proposed at this time. David Bodicoat said that the demographic spread was similar to that of other societies. It was proposed by David Grainger, seconded by John Quick and agreed by all that the accounts be accepted.

Sales Officer's Report – Dave Smith said he had very little to report as he has not a lot to sell. He welcomed suggestions for items to sell. David Franklin suggested bringing books to meetings to sell and Carol Grainger said that when she had been Sales Officer, photographs were good sellers.

Editor's Report – Bob Gellatly reported that *Forward* continues to be well received by the membership and he has had a good supply of articles, news items and photographs for publication, including several new contributors. He especially mentioned the reminiscences of the late John Pollard and Ken Grainger's 'Great Central War Heroes' series.

The June issue is at the printers and it is a bumper issue to celebrate the Society's 40th Anniversary. He commented on the various aspects of the magazine and its distribution.

Bob thanked TSW Printers and Frank Grippo in particular for the excellent production of *Forward*.

The website continues to promote the society and an increasing number of new recruits cite the website as their introduction to the Society. The web site is no longer a part of the LNER Webring as the benefits are outweighed by the disadvantages. The latest statistics show that there are 136 users of the website each day.

Model Steward's Report – This was read out by the Secretary on behalf of Tony West:-

The GC at least in terms of being modelled seems to be having somewhat of a renaissance. The latest product arguably one of the finest 4mm GC models marketed, the class 9J Pom Pom by Bachmann and in full GC livery. In 7mm there are products in the pipeline for both versions of the bogie fish vans, more six wheel MS&L /GC coaches, 40ton bogie coal wagon and D10/ 10A opens. Even Gauge 1 gets a look in with, would you believe, bogie fish vans not far off, and talk of then going onto do the four wheeled versions.

As regards transfers, it seems that this is getting bogged down with problems in obtaining costing, at least the HMRS haven't as yet said no! Something that most if not all of the above share is the involvement of the GCRS whether it is as a member who is a kit producer or simply supplying information. This is a very healthy state of affairs, which also gives the Society a greater profile and (hopefully) exposure to a new audience and long may it continue.

As ever, requests for information and help continue to arrive, though these days mostly via the Internet, and some via the GCRS online forum, currently having 325 members or thereabouts! We are lucky in having amongst them some very helpful and knowledgeable folks, so many thanks to you all - you know who you are and of course to the long suffering 0 gauge show stalwart Steve Mills as well as all the others who fly the Society flag at many other shows around the country.

Northern Area Rep's Report – Ken Grainger referred back to his report last year and with Carol now recovering, he is carrying on with acting as a point of contact for all members and prospective ones. He has had two books published in the last year, along with a contributory chapter in John Quick's 'GC Locomotive Liveries'. He organized the Autumn event at York and is continuing to give 35mm slide presentations, in particular relating to the War Memorial. In his role on the War Memorial committee, he organized the Armistice Day commemoration on Remembrance Sunday and again on the Monday Armistice Day. He set up a display of photographs and gave a talk on the GC Memorial history.

Hermann Beck wishes to have a higher profile event this year to commemorate the centenary of the outbreak of the Great War. Ken is also hoping to have L.Cpl. Norman Jackson VC to be added to the memorial and for the panels to be re-waxed. Finally, he was contacted by Chiltern Railways asking about the Marylebone War Memorial and also the Railway Heritage Trust who want to commemorate the Great War Centenary. He is liaising with them with the view of having a replica memorial in place by November. David Bodicoat asked how much Chiltern Railways were contributing to the cost of the replica? Ken said, 'the total cost.'

Midlands Area Rep's Report – David Bodicoat welcomed the membership to Loughborough. It is the first AGM he has been able to attend for the last 3 years. He is pleased that the archives are now stored in a safe and secure environment.

Southern Area Rep's Report – Richard Butler said that his main involvement is organizing the London Area Group activities.

They meet at 'Keen House', Kings Cross and a range of talks and meals have been successful. There is a core of around a dozen members at each meeting, who meet on Friday evenings, normally starting at 18:30.

The successful walks continued in London and the Home Counties.

There was a small remembrance at Marylebone Station, arranged by Chiltern Railways who are pursuing the idea of a replica war memorial.

He thanked Andrew David for co-ordinating a presence at model railway exhibitions.

Trips to Tottenham and Highgate have been arranged.

He finished by commenting on the HS2 project.

Archivist's Report – Geoff Burton said that progress has been made with the archives. An A3 scanner has been installed at Immingham, the archives being open twice a month, thanks to Bob Gellatly and Gordon Luck. The process of digitising the archives has commenced with a number of maps and plans already done with the help of Graham Cloxton

5 Election of Officers:

The following nominations had been received by the Secretary for committee posts for the coming year:

Chairman - Mike Hartley, Secretary - Brian Slater, Treasurer/Membership Secretary - Eric Latusek, Sales Officer – Dave Smith, Northern Area Rep - Ken Grainger, Midlands Area Rep - David Bodicoat, Southern Area Rep - Richard Butler, Editor - Bob Gellatly, Model Steward – Tony West, Archivist – Geoff Burton.

In the absence of any other nominations, their appointment was proposed by David Grainger, seconded by Graham Cloxton and agreed by all present.

6 Any Other Business:

Bryan Holyland said that Dave Peel's book on the Starlight Expresses will be available June/July.

David Franklin asked when and where the Autumn Meeting will be held – and was told Sat. October 11th at Cleethorpes.

7 Next AGM:

Several suggestions were made for a venue for the 2015 AGM. Ken suggested using Loughborough again. David Grainger suggested Chesterfield and Chris Jackson suggested the NRM. The return to Loughborough seemed to be the most popular, although this will require a change to the constitution as successive AGMs at the same venue are prohibited.

The meeting was closed at 12:15.

Brian Slater
The Secretary

Anniversary memories - last but not least!

Michael Neale apologises for the late arrival of his contribution due to ill health.

My father was born in 1887 in Nottingham of a long established Nottingham family. He would recall to me how, after school, he would sit with his friends, legs dangling over the edge of the massive pit being made by the steam powered excavators of the civil engineering contractors, Logan and Hemingway, in preparation for the magnificent station that was to become, after a brief preliminary squabble between the Great Central and the Great Northern, Nottingham Victoria. The name commemorated its opening on Thursday, May 24th 1900, the great Queen's birthday, and the following weekend my father travelled from it for the first of the many occasions he was to use the station over the ensuing sixty years. This first journey was only a brief one, appropriate to a thirteen year old's pocket, on the Nottingham Suburban Railway.

He made a much longer journey from the station two years later. On the Sunday before August Bank Holiday Monday 1902 (Sunday August 3rd) he travelled to Marylebone and back by a special day excursion laid on by the Great Central, and this enabled him to see the decorations for the Coronation of King Edward VII, delayed as it had been for six weeks by the King's illness, and finally taking place on Saturday August 9th.

I have a rather beautiful, virtually mint, copy of Bradshaw for August 1902. In the front it includes a printed yellow slip: 'BANK HOLIDAY. As the ordinary train services are subject to alteration and suspension on Bank Holiday, the public are recommended to consult the special notices issued by the various companies'. If any reader is able to provide details of that Sunday excursion I would be hugely grateful to hear from them.

In the 1930s I made my first journeys between Nottingham and Marylebone. Living as I did at the time in Radcliffe-on-Trent on the Nottingham-Grantham line, Nottingham rather than Grantham was the natural centre to which one travelled. Thus the East Coast Main Line remained a pleasure for the future - 'the main line' in my mind remained the Great Central. My first journey to London was in August 1937 travelling by the midday train from Bradford. In my mind's eye I can still see, as clearly as if it were yesterday, those two Great Northern Atlantics, both absolutely spotless, gleaming green in the noonday sun, emerging round the gentle curve from Mansfield Road tunnel double heading their train and running in slowly along the length of platform 7. It was all so exciting for the seven year old boy that was me, besotted with trains as he continues to be to this day.

Equally clear is my walk down the platform at Marylebone holding the hand of my grandpa to look at the engine prior to the return journey. This was by the celebrated 3.20pm down, first stop Leicester in 109 minutes. En route to the engine there was, of course, the rake of varnished teak Gresley corridors, all polished such as I had never seen coaches before and, particularly eye-catching, the coach inscribed along much of its length, in the beautifully shaded script favoured by the LNER, 'Restaurant Car', complete with blue curtains, white tablecloths, and table lamps beside each window. And then at the head, spotless too, stood B17 no.2840 *Somerleyton Hall*, to complete the gleaming ensemble. What a train!

In April 1939 I had the good fortune to repeat the whole performance, with on this second occasion the highly polished A1 no.4478 *Hermit*, at the head of the train. The dark days of war followed shortly, but it was during them that I saw perhaps the most famous Great Central express engine of all, *Valour*, with express passenger headlamps, passing Wilford, just south of Nottingham, on the evening train to Marylebone. It made the 15 mile round trip bike ride well worthwhile.

Post war recollections are legion, and happily I still retain my records of those days. In the early years the brand new B1s put up some tremendous performances as were duly recorded in the pages of the *Railway Magazine* at the time. In their sparkling apple green livery they were handsome engines too. That most enjoyable to read railway

writer of the time, Canon Roger Lloyd of Winchester Cathedral, regarded them as exemplifying 'aesthetic virtue'. There was a drop-off in their performance in the early 1950s consequent on maintenance difficulties but in the middle years of that decade they enjoyed an Indian summer on the Great Central, as did the A3 Pacifics. The crisp beat of a B1 being worked hard through Belgrave and Birstall in readiness for the racing stretch on to Nottingham lives in the memory, as does the roar of *Galtee More* accelerating from the Nottingham start like an electric train and disappearing into Mansfield Road tunnel with the down 'Master Cutler'.

One could go on - memories crowd in. But as, apparently, one of the longest serving members of the Society (and a former Chairman) I was asked by our Editor what sparked my interest in the GCR and how I came to join the Society. Well, with the provenance set out above, is anyone surprised that I did join just as soon as the existence of the then embryonic Society came to my notice?

As for my early recollections of the Society, I remember vividly the difficulties over the finances, and much debate over the format of the journal, the aptly named 'Forward'. It is to the great credit of the Society, and in particular to successive committees, that in retrospect those early difficulties can be seen as having been no more than the teething problems that are very common when enthusiasts holding strong opinions first get together in a common cause. It is thanks to the great work of our committees, backed up by the membership, that we now have a healthy, active, financially stable Society, with a Journal in which we can all take pride.

Over the years many members have made significant contributions to our knowledge of the Great Central. However, in the hope that it is not invidious to single out one name, I would like to mention John Quick for his contribution to genuine scholarship through his continued quiet studies. His work on locomotive liveries is outstanding. My hope is that such contributions to our knowledge of the GC will continue to appear.



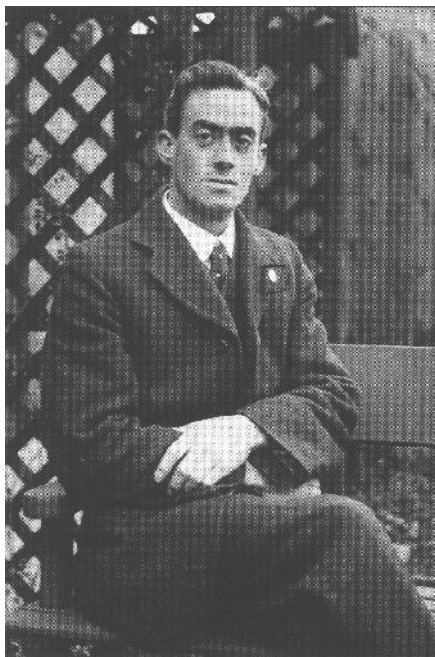
BR class A3 4-6-2 no.60049 'Galtee More' at Leicester (GC) shed. Both Neasden and Leicester had an allocation of A3s for working the express services on the GC main line from 1949 onwards. The transfer from ER to LMR control in 1957 saw the loss of the A3s and the arrival of cast off 'Royal Scots' from the WCML. The beginning of the end for the GC main line. photo: Chris Ward collection

William Bradshaw 1883-1968 **by Mike Kinder**

William Bradshaw took photos of outstanding quality around Leicester of both the Great Central and the Midland Railways but only in the pre-Grouping era. Why his interest in railway photography waned after that period is not known. However, we are grateful that we have some of his glass negatives from that period. About 140 of them passed into the ownership of the late V.R Webster in the 1940s and were eventually passed on the Kidderminster Railway Museum by his son Ray Webster. We are indebted to David Postle, the museum curator, for permission to reproduce these photos in *Forward*. Other glass negatives were inherited by the Bradshaw family and again we are grateful for their permission to reproduce them in *Forward*.

William Bradshaw was a generous man who gave away prints of his photos to railway employees and friends. There may be many such photos in circulation today that have lost their provenance. As others such as G.M. Shoults and Henry Salmon were also taking photos of the same subjects at the same time it is not always easy to reassign such photos to William Bradshaw.

Should this selection whet your appetite for more you can find them in *William Bradshaw Leicester Railway Cameraman 1909-1923* by John Hurst and Mike Kinder (HMRS 2002).



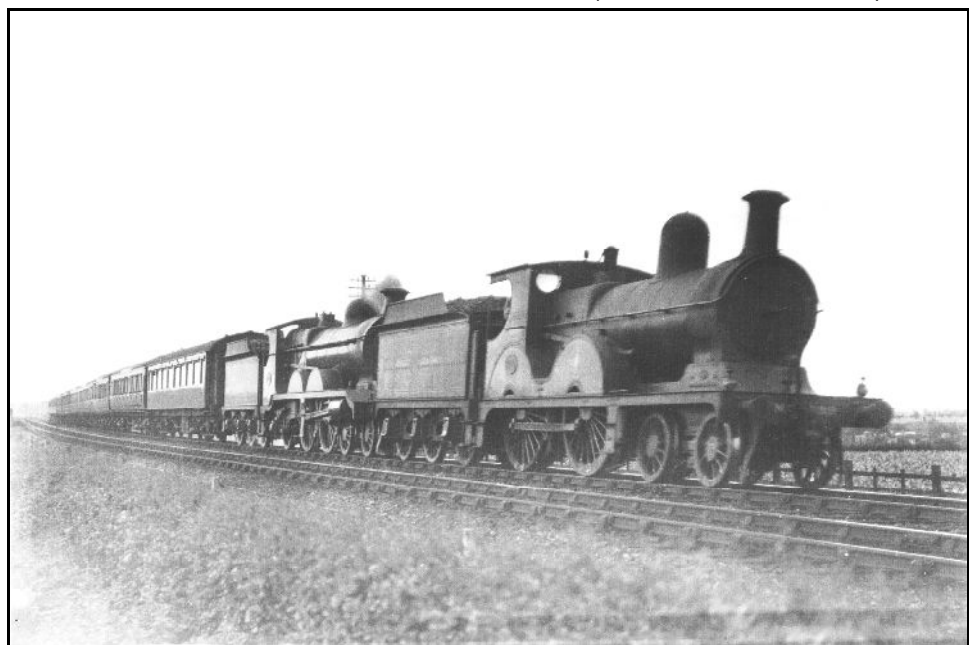
GCR class 8E 4-4-2 no.364 'Lady Henderson' at Abbey Lane with the 2.15pm Manchester-Marylebone express in June 1912.
photo: Bradshaw family collection



above: GCR class 9H 0-6-0 no.825 with a down mixed goods at Abbey Lane.

below: GCR class 11 4-4-0 no.699 pilots class 8B 4-4-2 no.361 on a down express at Abbey Lane.

photos: Kidderminster Railway Museum





above: GCR class 11C 4-4-0 no.110 'King George V' at Belgrave & Birstall with the 10am Bradford-Marylebone in 1912.

below: GCR class 11F 4-4-0 no.501 'Mons' passing Abbey Lane with a down express.

photos: Bradshaw family collection





above: GCR class 11C 4-4-0 no.104 'Queen Alexandra' at Leicester Central on 18 May 1910.

below: GCR class 11E 4-4-0 no.432 'Sir Edward Fraser' at Leicester Central (date unknown).

photos: Kidderminster Railway Museum



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

During spring and early summer there have been several interesting workings through Guide Bridge. On 22nd April the first steam locomotive working of the year was 60009 *Bittern* en route from Crewe to Grosmont, then on 9th May 66526 passed through at 19:04 on a train of 18 mgr coal hoppers from Crewe to Immingham, a very rare sight these days.

Sunday 8th June a train of coaching stock from Tees to Crewe was top and tailed by three DRS class 47s, these being 47501/813/853.

Sunday 15th June saw a rare binliner working when 66548 worked the 11:45 Northenden to Oxwellmains in Scotland. No doubt this was due to ongoing commissioning problems at the new waste-to-energy plant at Runcorn.

The first class 37 to be seen through Penistone this year occurred on 8th May when 37419 passed through at 19:26 on a Network Rail test train from Halifax to Barnsley and Leeds.

The annual weed killing train worked from and to York over the Deepcar branch on the 28th May formed by MPV track machines 98905 and 98955.

On Tuesday 1st July a Network Rail test train from Doncaster to Lincoln worked by 37423 and 37667 worked over the Deepcar branch and passed Rotherham Central at 10:30 on the outward journey returning at 11:30.

Due to the huge volume of passengers travelling to Yorkshire to see the Tour De France cycle race on Saturday July 5th, the 06:22 and 13:22 Liverpool to Scarborough and the 09:50 and 16:50 return services were loco hauled in top and tail formation by 47841 and 47853 with 6 coaches. This was the first time since the 1980s that regular loco hauled passenger services have been seen at Guide Bridge. Also on Sunday July 6th services over the Penistone branch were increased in frequency with the trains running as two shuttles, one from Sheffield to Penistone and return and the other between Huddersfield and Penistone and back.

Interesting workings continue to be seen at Guide Bridge as on Tuesday 8th July when at 06:12 a rare loaded coal train from Cwmbargoed opencast site in Wales to Hope cement works passed through. This was then followed at 13:09 by class 20 locos 20303/305 conveying one Northern Belle Pullman coach from York to Crewe.

Another pair of class 20 locomotives passed through Guide Bridge on Friday 18th July at 14:42 when 20308/309 passed through en route from Doncaster to Crewe.

The former Elsecar colliery branch, which is now a preserved tourist railway between Elsecar and Hemingfield, has recently been extended by another mile over Tingle Bridge crossing to the site of Cortonwood Colliery and hopefully services will be operating over the reopened section in August.

Since the commencement of the summer timetable in May and the increase in services from London to Sheffield, lack of capacity in Midland Station has meant that up to nine services on weekdays and seven on Saturdays run ECS to and from Woodburn Jn after arrival at Sheffield to await a platform at Sheffield. The ECS movements use the mainline crossover at Woodburn and are held there for around 15 minutes before returning.

On the 21st April a very rare sight passing through Northolt Jn towards Neasden was 59205 which was possibly only the second time that a Class 59 has been seen on this section of the GC. The HST measurement train visited Marylebone on the 22nd May.

There were two serious mishaps on GC lines in June and July. At around 03:00 on Sunday 15th June a fire broke out just beyond Marylebone station causing extensive damage to signalling equipment, so much so that no services could use Marylebone until the Tuesday after repairs had been made. As a result services from the West Midlands ran to and from West Ruislip and local services started and terminated at either Harrow

or Wembley. Even the station announcer at Marylebone had to be relocated to Wembley during the duration of the incident.

The second mishap occurred on the 15th July when 66084, hauling 6C71 Immingham to Scunthorpe MGR coal, became derailed between Ulceby and Brocklesby with the engine leaning over to one side. The derailment did not affect traffic inbound to Immingham but all outbound movements were diverted over the former Immingham Light Railway to Marsh Junction then via Habrough. Two rail cranes were sent to the site but were not suitable due to the engines location so rerailing was done by a road crane which was finally completed at 04:00 on the 22nd July.

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

The cover story - addendum by the Editor

The cover story, as presented in *Forward 180* (page 40), needs correction and further amplification.

When the format changed from A4 to A5 with issue no. **62**, it was explained in that issue that it was intended to change the colouring of the cover each year and that the colours would be based on those used in some way by the GCR. Probably because of editorial difficulties at the time, the original orange colour was used for much longer than a year, not changing to green until no. **71**. A more regular pattern of colour changes followed with no. **76** changing to orange-brown, no. **80** changing to blue, no. **85** changing to brown, and the last colour change being no. **90** in teal, this issue being illustrated in the article.

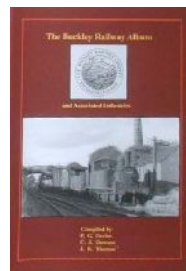
The change to professional printing by Interlith occurred with no. **64** not **68** as stated. The previous printings had already moved from a duplicator to photocopies of typed or word processed articles.

The new modern cover design by Interlith appeared with no. **95** not **98**. It was no. **95** that was correctly illustrated in the article to show the new design.

Loose coupled

TPE Siemens Traincare Depot at Ardwick, Manchester, will be having an Open Day on Sat. 25th October (10.00-17.00). There is free entry as part of the Manchester Science Festival.

The Buckley Society has gone ahead with a reprint of *The Buckley Railway Album and Associated Industries* by P.G.Davies, C.J.Dawson & J.R.Thomas. This is partly due to the review in *Forward 176* which created a renewed interest in the book. The cover price of the reprint, which is softback, is £9.95, the same as the original hardback. Copies can be ordered by sending a cheque made out to 'The Buckley Society' to Paul Davies, 2 Orchard Lea, Mold Road, Ewloe Green, Deeside, Flintshire CH5 3 GU. Please add postage as follows: UK £3, Europe £8.20 and world £13.80.



The Great Central Railway (at Loughborough) has secured one million pounds of funding from the Government's 'Local Growth Deal' as part of an £80m allocation to the Leicester and Leicestershire Local Enterprise Partnership. The money will support GCR's 'Bridging the Gap' project. The GCR's own appeal has raised £500,000 so far. The whole scheme will cost £6½ million, so there is still a long way to go. Donations can be made online at www.gcrailway.co.uk/unify.

Life below decks **by Martyn Ashworth**

From 'On the Line' (the newsletter of the Lincolnshire Wolds Railway Society) no.93, Spring 2014. Submitted by Dave Sharp.

I first encountered the *Lincoln Castle* in the Summer of 1976 when I had a day out in Hull. I was on my student holidays at the time so I asked at the office if there were any Summer jobs available - unfortunately there were not as a relief man had recently been taken on, but they took my details "just in case" a vacancy came up -I did not have long to wait! My phone rang at home a few days later - the relief fireman had given notice as he was about to leave and go to America to join a sailing ship and was I still interested in the job? Oh, and could I start at 06.00 on Monday morning? Of course I said 'yes' to all of these questions and then thought "How am I going to do this?"

I went to Hull, found an empty student flat to rent and booked on for duty at 06.00 that Monday morning! I was NOT going to miss this opportunity! As a steam fireman on the K&WVR I obviously knew how to fire a locomotive but this was different - a four flue boiler, no blower, no exhaust draught, one stoker, four large grates, two at head height and two in the middle low down - this was a very different environment to a steam loco but I was only 20 then and fit - you had to be, it was physically very demanding work. I joined the NUR - you had to, but I did not mind and I wore my NUR badge with pride. The Union rep was Chris Braithwaite who lived in New Holland.

We worked a three shift system - 06.00 until 14.00, 14.00 until 22.00 and then a lone night watchman to keep watch, oil up, clean fires and get her ready for the next morning sailings. She was in steam 24/7 apart from short periods when the boiler needed attention or a thorough cleaning.

There were five Chief Engineers for the ferries - all were passed to work on both vessels, and all were very different characters with a huge amount of experience between them. There were two Somali stokers - Hassan and Osman. There were three leading hands at Hull, two at New Holland, for the *Farringford* and three stokers at Hull, of which I was one. The two New Holland men were called Terry Hopper and Geoff Staves - Geoff had been a railway fireman at Immingham shed. In addition there were the two coalmen at New Holland, George Coupland and Harry Holmes, both senior men who could slot in on the "Farringford" if required or as stokers on the *Lincoln Castle* if we were short of staff.

The Chief Engineer I worked with the most was the late "Jock" Brown. We always got on very well and he taught me a great deal. Jock started his working life very young as a cabin boy on a Clyde "puffer" so he immediately became my hero but it gets much better. He went to work for the LMS and did a full apprenticeship at Ayr shed and spent several years on the railways. Then he got called up into the Navy and worked his way up through the ranks to become a chief engineer. In peace time he worked on mostly steam vessels, reciprocating or turbine, and sailed the world many times. I was mortified when I got back to work one Monday morning to find out that he had passed away. Jock was a friend and mentor as well as a work colleague.

When one of the leading hands went on long term sick we had to get by and we did this by the rest of us working 12 hour shifts! I did not mind. I was young and single, I was earning my first wage and I thoroughly enjoyed the job. The leading hands at Hull were Harry Baker, Joe Davies and George Hambley. George had been a fireman on the railways at Hull. I enjoyed working with them all. They were all very different characters and good to work with. It was George who had been on nights in the bad Winter of 1963 when pack ice had come down the Humber and got between the ferry and the quayside to the point that her mooring ropes stretched and then

broke. He woke up to find himself in the middle of the Humber! A tug had to come out from Hull and fetch her back to the quayside.



A wet and windy crossing on board the 'Lincoln Castle'.

photo: John Gulliver

When we booked on at 06.00 the night man would go home leaving all four fires nice and clean and bright and off we would go on the first sailing of the day. Throughout the morning you would run down one fire at a time, clean it and pile up the ashes ready for their disposal at New Holland. The coal would arrive by rail in 16 ton mineral wagons placed by a diesel loco in the head shunt at the end of New Holland Pier. The coal men would then transfer the coal into four wheel tubs hauled by a "tug" down the ramp and on to the boat. We then pushed them by hand down the port side corridor and lifted them up using a block and tackle suspended from the roof and tipped the coal into the bunker - we only ever used one side although there were two bunkers. We would then trim the coal across the back of the stoke hold so there were four heaps, one for each fire. The ashes would go up by bucket on a rope and be tipped into the now empty coal wagons and taken away for disposal in the empty 16 ton mineral wagons. This was BR steam in the late 1970s!

At 14.00 we got relieved at Hull Corporation Pier by the afternoon men and we handed her over in good shape with all four fires cleaned and ready for them. We looked out for each other - there was great camaraderie. I learned a lot in my two years on the ferry service, partly about engines, shipping, steam and boilers, but mostly about real people. When we were short staffed and as I got to know the routines better I ended up doing some days as a leading hand. This meant I had the dubious pleasure of climbing out through a small hatch and on to the middle of the paddle wheels to fill up the grease cups - quite interesting with a winter swell on the river Humber and the boat swaying around! I also used to oil and grease the main engines and keep them clean. in fact we all did - the engine room was always spotless.

This was the routine Monday to Saturday. We had rest days just like the rest of BR and we got paid the same way, ie time and a half for Saturdays, worked rest days

were double time and midweek overtime was time plus a quarter. Sometimes the boat would be chartered. We often used to do Summer Jazz Nights and every year the University chartered her for Freshers Week. These were great fun. The students enjoyed themselves and it gave us the chance to take her down to Spurn Point or tip the river as far as we could or across to Grimsby. On one memorable Sunday we went up river as far as Keadby staithe.

The Humber is a large and fast flowing estuary and we used to have to fight the tide back up stream. This really put our firing skills to the test. Four nice bright fires and full steam on, the beat of the paddles on the water and the swish of the engine big ends was music to the ears, how I wish people had the opportunity to still hear those sounds today. Memories of the smell of warm oil and coal in the engine room and the warmth of the place and the steam generator humming away are as clear to me now as they were over 30 years ago.

Many people used the ferries to get to work in Hull and to watch the deck hands fitting all the 20 cars tightly together on the rear car deck was quite something. Before the Humber Bridge opened this was the only way to cross the Humber. The on-board cafe did a roaring trade and the ferry service was a vital piece of Humberside social history, one that has now been destroyed forever.



Martyn Ashworth at the engine room controls.

I loved the way of life and I enjoyed every minute of working on the ferries but I had taken time out from university to do this and I knew it was all coming to an end, especially for the *Lincoln Castle*. (As it was she finished in February 1978.) So, with a heavy heart, I gave in my notice to Ted Sangster, the unflappable general manager of the Humber ferry service and my very last shift was on Thursday the 22nd of September 1977, when I worked the 06.00 till 14.00 turn. I moved back to Keighley the next day and started back at college the following Monday.

As a postscript - 30 odd years later I was on duty at the GCR as a steam driver and I met for the first time a new volunteer called Kirk Martin - Kirk is now a well known railway author but in 1976 he was that relief fireman on the *Lincoln Castle* who went off to America to join a sailing boat thus allowing me to take up the post. In 2010 he started to write his book called *Ferries Across the Humber* - the story of the Humber Ferries, which is due for publication in 2014 (30 Oct.- Ed.) and the full version of my memories will appear in that book.

In about 1995, Chris Shaw of Cleethorpes Coast Light Railway fame and Russell Hollowood, then the Curator of the National Fisheries Museum at Grimsby, asked me to go back and open up the engine room of the *Lincoln Castle* for a day which I did but this was to be the last time I would set foot on her. It is such a tragedy that she is now gone forever. I went with Anthony Coulls and Dave Holroyde to see her just before Copes started to demolish her in Sept. 2010 - a sad day indeed.

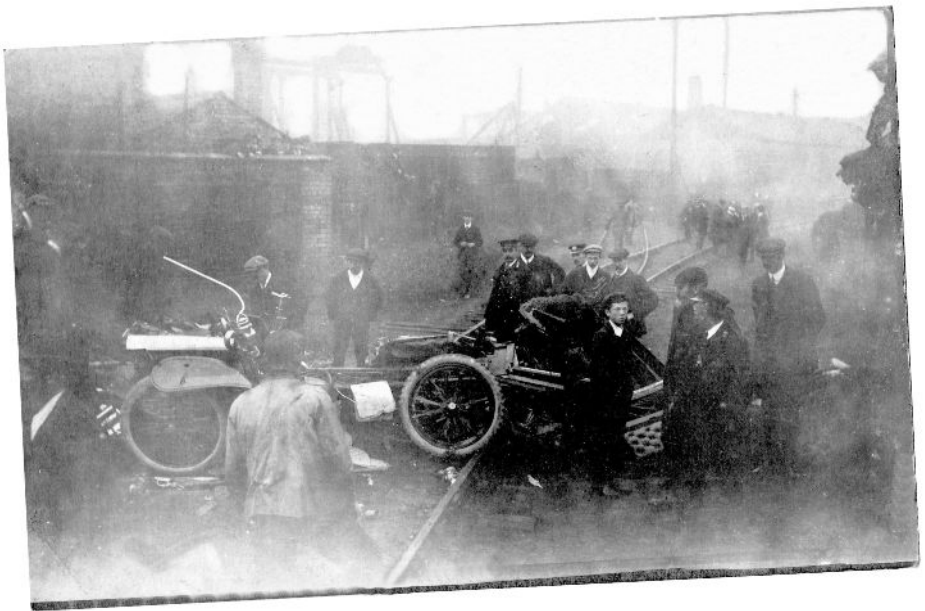
It is a strange twist of fate that so much of my life from 1994 onwards would be intertwined with the Great Central Railway - the original GCR operated the Humber ferries for so many years until they were taken over by the LNER and then BR. The Humber ferries were always a railway service and I was proud to work for BR, Sealink division. There was banter a plenty but it was always great team work and the ferries always ran, whatever the weather!

Some historic Northwich views
submitted by Tony Booth

Here are two pictures from my collection of picture postcards. In the days before WW1, sending and collecting postcards with an image on them was very popular - a cheap and a quick way of communicating. Locally delivered cards would be expected to be delivered the same day. A common message was often 'will see you tonight'!

Just about every subject and event was put on the back of a card. Local photographers would 'rush out' a view of a big event or story, usually within a few hours in the days before radio or television. Most people did not have access to a telephone so a post card that only cost 1d with a ½ d stamp on it did the job.

The first picture here was just such a card. There had been a tale of an accident involving a train on Manchester Road, Northwich, told to me by a few local railwaymen but never any details as it was from second or even third hand accounts. It was only when in the 1980s I interviewed two old retired railwaymen did any significant information come to light. While being interviewed, and unprompted, both men remembered the accident when they were young men and one, Tommy Woodier, actually saw it while waiting at the crossing and recalled that "Tommy Hagen had some parts off the wrecked car for his Taxi". He also stated that it had put him off wanting to work on the Railway. Armed with such good first hand information I looked in the local papers and found the story.



It was November 5th 1908 when Reginald and Mrs Le Neve Foster of Wilmslow were on their way to Chester in their chauffeur driven 16hp Napier Landauette. As they neared Northwich station on Manchester Road at 11.35am the chauffeur saw a man in the road with a red flag. He took this to be some road works which he had encountered the previous week. He pulled out round the flagman and the car was caught up with the brake van at the head of a 17 wagon train being propelled across Manchester Road from the goods yard on to the Barons Quay branch.

The car was crushed between the brake van and the boundary gate post (there were no crossing gates across the road here at that time) and Mrs Foster was killed instantly and her husband badly injured. Her body was removed to the Lion & Railway hotel where a doctor made a full examination.

The inquest jury recommended that the CLC install crossing gates here - the original act of 1865 for building the branch did not require gates owing to its low use by rail traffic. The chauffeur, who had also been badly injured and whose recovery delayed the inquest, was cleared of any blame. The car was nearly new having been registered on 31st July 1908. The registration was cancelled on 13th November the same year.

The picture shows the scene immediately after the accident with CLC staff and members of the public examining the wreckage. A group of people can be seen on the left looking over the rear wall of the now closed Locomotive Inn. The wall and the small brick outbuilding are still there. The line to the left is the siding into the 'Boiler Works' of Cleggghorn & Wilkinson, while to the right the branch continues down towards the sidings of Moore & Brocks, James Littler's, Northwich Gas Co, Jabez Thompson Brick & Terracotta works, Ashton's (salt) Works, Witton (salt) Works and the Weaver Navigation at Barons Quay itself. By the 1950s traffic was in decline and the end of gas production in Northwich on 16th May 1953 left little traffic on the branch so it was closed towards the end 1955. Despite Manchester Road always having been busy, no photographs of the crossing in the years prior to closure have so far come to light.



The second picture is of a more pleasant subject. Taken in 1914 it shows a taxi belonging to Isaac Robinson & Sons 'motor car factors' of Station Road - their monogram can be seen on the bodywork. The picture was taken in Northwich Station yard by Reece Brooks of Station Bridge Studio, who probably photographed the accident in the previous view. In the picture the railwayman on the left, who I assume to be CLC Goods Guard (he doesn't look quite smart enough to be a Passenger Guard), has made it into the frame though he doesn't look too happy. Behind the young man on the right is a coal wagon belonging to Collins Green Colliery, Bold. Also in the yard can just be seen a wagon belonging to E & F Beattie of Manchester.

There are two cattle wagons in view - the cattle dock and pens were in the goods yard to the right near the site of the original Cheshire Midland station. The one on the left may be GCR possibly bringing in Irish cattle from Bidston Dock. The lower planks are painted with white lime wash to prevent help prevent the spread of contagious diseases. Beyond the goods yard can be seen the houses in Manchester Road. To the left in the background is the office of Thomas P. Mills, Coal Merchant, one of seven coal merchants based in the station yard at this time. In the background on the extreme left is the yard of The Lion & Railway Hotel. Today this view is dominated by the Tesco petrol station, the exit from which onto Manchester Road being where the accident in the first view took place. I wonder if the taxi was for anyone important. Also does anyone know the make of the vehicle?

Paths that Cross **by David Grainger**

June and I debated whether or not to accept the Society's invitation to join Richard Hardy's 90th birthday celebratory Sunday lunch on June 1st on board *The Elizabethan* at the Great Central Railway. I have read some of his books and seen interviews on DVD and had developed a great respect for his achievements and, more importantly, the way those achievements were made, but neither of us had met him. It is obvious that, in order to achieve the heights he did, there must be a great strength of will and determination – but one gets the impression that his men were led and not driven. That is the basis of my respect. So we decided to accept the invitation.

We met and chatted with both Richard and his son, Peter, before the traditional Sunday lunch was served as we travelled through the Leicestershire countryside behind an immaculately turned out *Sir Lamiel* adorned with a specially produced headboard. On arrival back at Loughborough, Richard addressed the virtually full carriage with anecdotes of his railway career.

I had been seated with my back to the guest of honour and had not appreciated that he had been absent for part of the journey – he had, in fact, been driving *Sir Lamiel*. In a subsequent letter to my brother, Ken, he did remark that although it would not be the last time he would be on a loco footplate, it might well be the last time he got there from ground level – even though he had been assisted by two human bankers!



*Richard Hardy in the cab of 'Sir Lamiel' with Tom Tighe (driver) and Nick Brodrick (fireman).
photo: Railway Magazine*

There is a postscript to this occasion which stretches credulity to, at least, a small extent. In addition to membership of the GCRS, June and I are long term members of Peak Rail at Matlock and I continue to work as a volunteer in the commercial section

there. Three weeks after the celebratory lunch, on June 29th, I was Travelling Ticket Inspector at Peak Rail. A coach party arrived at our Rowsley South (our northern terminus) for a ride to Matlock. The sticker in the coach window told me that the eventual destination would be Liverpool. Chatting with a number of the passengers I discovered that they were all from the North West.

On arrival at Matlock one elderly lady was unable to get down to the platform. I brought the ramp to her door and, between the guard and myself, she got down safely. With hindsight, it would have been sensible to ask one of the platform staff to accompany her on what is a fair walk to the coach park. Despite the fact that several of her companions had hung back to walk with her, I opted to accompany her myself.

Not far into the trek she suddenly said 'I am a railway pensioner'. When asked where she had worked she said 'Lime Street'. I then told her, without mentioning names, of marking the 90th birthday of an ex-railwayman who had started as a premium apprentice at Doncaster in January 1941 and finished as Divisional Manager in Liverpool. Looking at me she said 'Not Hardy'? And on having this confirmed she told me that she had been the secretary to his assistant and that both she and Richard's secretary had typed up several of the chapters of his first book *Steam in the Blood*.

So, is this all coincidence, fate, happenchance, serendipity or what? The words small and world certainly come to mind!



BR class B1 4-6-0 no. 61283 with the headboard 'East Midlands Locospotters Club Swindon' arrives at Kirkby-in-Ashfield Central on 22nd April 1954 during the Easter school holidays. The special was organised by the Attenborough Model Railway Society (the AMR on the headboard) and had started at Mansfield Central. The loco is carrying the 38A Colwick shedplate. The destination was Swindon Works and seen on that day was 'Castle' class no. 5017 'St. Donat's Castle' ready for renaming as 'The Gloucestershire Regiment 28th 61st'. Most of the spotters waiting on the platform were wearing school uniform complete with caps!
photo: John Hitchens

Specials at Leicester North



above: The Society's AGM at Loughborough on Sat. 17th May was followed by a train ride to Leicester North and return on the GCR. The anticipated dmu charter did not materialise. The special headboard, taken for the occasion, was placed instead at the head of the 2.15pm timetabled service from Loughborough with the 'Red Eight' no.48624 providing the motive power. photo: Chris Booth

below: Richard Hardy's 90th birthday was celebrated by a meal on the Cromwell Dining Train on Sunday 1st June. The requested motive power *Sir Lamiel* is seen here running round at Leicester North. (See item on p19.) photo: David Grainger





PS 'Lincoln Castle' at New Holland. The paddle steamer 'Lincoln Castle' was built by A. & J. Inglis of Pointhouse, Glasgow, to an order placed by the LNER. Its maiden voyage was on 4th August 1941 after which it joined 'Wingfield Castle' and 'Tattershall Castle' (both paddle steamers) on the New Holland - Hull ferry service across the Humber. When taken out of service in 1978 it was the last coal-fired paddle steamer providing a daily scheduled service in the United Kingdom. The end came for the ferry service when the Humber bridge was opened in 1981. Meanwhile 'Lincoln Castle' was beached at Hessle and converted into a pub. In 1987 she was refurbished at Immingham and placed alongside the National Fishing Heritage Centre at Alexandra Dock, Grimsby. Corrosion led to closure to the public in 2006. No money was forthcoming for repairs, North East Lincolnshire Council declaring that she was of no historic value, so she was sold for scrap in 2010. Amazingly the vessel was not even listed in the Register of Historic Ships. A unique vessel has been lost. *photo: Keith Holt*

Some recent items from Great Central Railwayana Auctions

Auctions will take place at Stoneleigh Park on 11 Oct and 7 Feb. www.gcrauctions.com

		
<p>A BR(M) quad royal poster "BRITAIN'S FIRST ALL ELECTRIC MAIN LINE" showing Woodhead Electrics passing Crowden Reservoir. This copy was originally owned by George Dow and has since been professionally mounted. Sold for £190.</p>	<p>An Oldham, Ashton and Guide Bridge Railway (OA&GB) cast iron trespass notice. Repainted overall grey. Sold for £840.</p>	
		
<p>A train reporting number board, labelled 1N63, the number for the Bournemouth to Bradford service via the Great Central main line. The back is painted ANNESLEY. Sold for £360.</p>	<p>A GCR Marine Dept. captain's badge, cloth with woven gilt wire, 3"x2". The badge was issued to Captain Thomas Rusling of Immingham. Sold for £110.</p>	
		
<p>Worksplate from Gorton Works 1922. Carried by GCR class 11F 4-4-0 no.502 Zeebrugge. It was withdrawn as no.62666 in 1960. Sold for £1,150.</p>	<p>Worksplate from NBL Hyde Park Works 1912. Carried by GCR class 8K 2-8-0 no.1209. It was withdrawn in 1959 as no.63761. Sold for £840.</p>	<p>LNER ownership plate from class B3 4-6-0 no.6165 <i>Valour</i>, built at Gorton in 1920. It was withdrawn in 1947. Sold for £2,200.</p>

The GCRS (London Group) visit to Woodford Halse

Two reports of this event on Sat. 5th July have been submitted

To celebrate the society's 40th anniversary, the London Group arranged a special day out to Woodford Halse on Saturday 5th July. Ten members gathered at Marylebone station for the 09:36 Chiltern Clubman train to Banbury, where we transferred to the local Stagecoach bus for the 30min journey to Woodford. En route we passed some of the old bridge abutments for the Banbury-Woodford line, and across the proposed HS2 route. On arrival at Woodford village we were met by 10 or more society members and our host guides for the day.

Our exploration started with a walk up the old goods yard driveway to the site of the station. Long gone are the platforms, but traces of the goods loading platform and associated wall can still be seen on the former upside. A wood yard occupies much of the site now and our special visit here was much appreciated. A group photo was taken by David Bodicoat, looking south towards the SMJ curve. Looking north, the fenced off access to the bridge over station road could just be seen through the undergrowth. Retracing our steps down the approach road we then turned left and passed under the superb two arched bridge, still surviving in all its glory. The bricked up passenger entrance to the island platform stairway could easily be seen (see photo in *Forward 111*).



Members of the GCRS on the trackbed of the GCR at Woodford Halse.

photo: David Bodicoat

Now on the west side of the railway we came to the stationmaster's house, where the owner had kindly agreed to show us around the garden area. We saw the original narrow flight of steps that once linked the house to the Banbury branch wooden platform, as well as other railway artifacts. Soon it was lunch time and we adjourned to the Woodford Social Club, once the Hinton Gorse Hotel and for a while the BR Staff Association (Woodford branch). The local railway group occupies the top floor of this lovely ornate

building and we were free to look at the large model railway layout of Woodford Halse located there and to chat with the modelling folk.

Leaving mid afternoon we were led along the old embankment, once the site of the old yard and now a well matured woodland area, to the new yard and loco shed area. The large site has now been completely levelled and transformed, partly into a small trading estate, but mostly returned to nature. Oh what history lies hidden here! We then made our way via the "cinder path" to the railway terraced houses and Sidney Road, where the staff lodging house once existed. Destroyed by fire in 1957, it was replaced by old camping coaches in the station yard. Our treat to end the day was a tea stop at Maureen's Old Station Shop. Here we were kindly seated and served with tea and cakes, alfresco style. The shop sells various pieces of bric-a-brac and old transport books, worth a visit if you are passing. All too soon it was nearly 5 o'clock and our bus back to Banbury was due.

A really excellent day out and our many thanks to John Rose and his friends for organising a memorable time. Just two regrets - our return journey to Marylebone was just the normal Clubman train, not a silver loco-hauled one, and we saw no real trains at Woodford Halse!

Richard Butler

The GCRS London group made a visit to Woodford Halse on 5th July. It was organised by Richard Butler and three local Woodford men acted as our hosts and guides.

We met at Marylebone and caught the 09:36 to Banbury, from where the hourly Stagecoach no.200 bus runs to Woodford and Daventry. The guides were waiting for us at Woodford, the bus being 10 minutes late, and we were taken to the remains of Woodford station. Most of the station site is now a timberyard, but the owners seem quite happy for railway enthusiasts to wander around. We were taken past the southern extreme of the platforms and viewed the alignment of the former Stratford branch. The enormous Eydon road bridge is easily seen from this point. The former cattle/horse sidings and ramp are still extant - these were used in the early days by hunting parties travelling up from London. The former wooden Stratford platform is just visible on the west side.

A walk along Station Road allowed us to see the bricked up entrance to the former station - the 115 years old bricks and brickwork remain in excellent condition. The two bridges carrying the running lines are still overhead at this point, the brickwork again is very good. Across Station Road at this point is a path which takes one to the northern end of the station, it is hilly and heavily overgrown, but there remains a small part of the main platform, visible only to the enquiring eye.

Our guides then took us further along Station Road to the former Stationmaster's house - again in good condition. The next stop, another 400 yards or so further on, was the Woodford Halse Social Club where we had all been enrolled as day members. This magnificent building has a lot of history. Built originally as the Gorse Hotel, it served visitors to the local hunts. Both wars saw it used as billets and British Rail bought it in 1955 and renamed it BRSA Woodford Halse. A large extension, comprising a concert room and garden bar was built shortly after. Following closure of the line in 1966, the village bought the building and renamed it as the social club. Improvements were made in 2002 and today it stands at the centre of the village community. The bar sells lovely Hook Norton bitter, but does not sell food. We were encouraged to bring our own food and eat it in the Social Club. The excellent butcher in Station road sold superb pork pies and quiche.

The top floor of the Social Club is the home of the Woodford Halse Model Railway Club. Their main layout is, of course, a scale model of Woodford. The layout occupies three rooms and must be 45 feet long. The modellers also own the original drawing of the enlarged Woodford yards and have copied this at 4mm to the foot. We saw freight and

passenger trains running for over an hour and not once was a derailment noticed. A further top floor room features a non working model of Charwelton and numerous other bits of railway artefacts.

Later on , our guides took us to the site of the former Motive Power Depot ,a little north of the station. A nostalgic place for many of us. A return bus and train back to Marylebone completed a memorable day, with many thanks to Richard Butler and the Woodford guides.

For more information about Woodford Halse see
<http://www.woodfordclub.co.uk>
http://en.wikipedia.org/wiki/Woodford_Halse_railway_station



The Woodford Halse Social Club.

photo from www.woodfordclub.co.uk

Geoff Burton

GBRf no.66737 'Lesia' overtakes the 'Humber Princess' while heading south on the GC line at Kilnhurst with ballast wagons on 1 July 2014. The railway and canal run alongside each other between Mexborough and Aldwarke.

photo: Stewart Donohoe



Freightliner no.70006 passes Woodhouse station with the 6E08 Earles Sidings (Hope) to West Burton Power Station empty flyash tanks on 29 July 2014.
photo: Stewart Donohoe

(Ed. - Stewart thinks the class 70s are attractive!)

The Dunford Bridge Accident of 1935

by David Jackson and Owen Russell

From Forward 22 (Sept. 1979). See letter from John Bennett on p38.

Many railway accidents are well known because of their serious and in some cases catastrophic circumstances, but there are a much greater number which through the absence of casualties are seldom heard of. In a few cases the existence of a Ministry of Transport Inspector's report renders the task of research a simple one, but the great majority of what might be called the lesser accidents can be traced only through newspaper reports and personal recollections.

In this category falls the accident which took place at Dunford Bridge, on the Sheffield-Manchester main line, in the early hours of Thursday, 10th October 1935. The absence of an MoT report, together with the isolated location and the time at which the accident took place, caused it to go almost unnoticed, not a single word about it appearing in the railway press of the time. Nevertheless it is undoubtedly one of the most interesting and unusual accidents ever to have taken place on Great Central metals, and the difficult task of gathering information about it has been well worth while.

Shortly before half-past three in the morning the 11.30pm Colwick-Deansgate fitted goods was approaching Dunford on the down main line, headed by no.5004 *Glenalmond* of Colwick Loco. The signalman at Dunford No.1 box had been advised that the goods was being closely followed by a fast train, the 2.35am Sheffield-Manchester Duplicate Mail, for which it had to give way, and so it was accordingly turned into the down loop. This loop was the last one before Dunford Station and terminated in a set of buffer-stops at the end of the down platform; a crossover was provided in the usual position a little way ahead of the stops to allow trains to regain the main line.

As the goods was drawing to a halt the signalman was offered the Duplicate Mail and being satisfied that the goods was safely "inside" he correctly set the road for the Mail to run non-stop through Dunford. As he did so the driver of the goods was studying the signals ahead and saw the main line signal change from danger to clear. By one of those unfortunate mistakes, which even the most competent can sometimes make, he mistook the signal for his own, and thinking the road was now set for him, he opened the regulator. Had it been daylight it is probable that the signalman would have seen the engine begin to pull towards him and been able to attract the driver's attention, but in the darkness it was much more difficult to distinguish what was happening, though he must presumably have heard the engine's exhaust. Before anything could be done *Glenalmond* ran through the crossover, which was not of course set for the main line, struck and demolished the buffer-stops and carried away a portion of the platform before coming to rest part way along the latter, leaning at a drunken angle.

Although shocked, neither of the crew was seriously hurt, and up to this point the occurrence was nothing worse than an unfortunate but very minor incident; however it was made infinitely more serious because, by ill-luck, the engine had finished up just foul of the main line. By this time, the Duplicate Mail was rapidly approaching, running under clear signals, and even if anyone was aware that 5004 was obstructing the line, which is doubtful because of the darkness, it was too close to be halted in time. At a speed which was afterwards estimated at close on 60mph it sped into the station, the engine immediately striking the derailed 5004 and although derailed by the impact luckily stayed upright. The projecting portions of 5004 tore open the sides of the parcels vans throughout the train's length as it followed the lurching engine through the station, and huge quantities of mailbags and parcels were disgorged onto the track. Had the train been carrying passengers the slaughter would have been fearful, but the Duplicate Mail was not an advertised service and was composed of parcels vans only. The train came to a rest a short distance beyond the station, most of it still on the road, with the driver and fireman in a shocked condition but otherwise unharmed; the latter had a particularly narrow escape as the cab was struck on his side.

Further danger was averted by the prompt action of Signalman Clay of Dunford No.1, who knew that an up Special Cattle Train was due, and dashed into Woodhead Tunnel to place detonators on the line. The inhabitants of Dunford were awakened by the noise of the smash, and despite the early hour they ran to the scene. Most of the people living in Dunford in those days were of course railway employees and their families. Both lines were blocked for some time, though the up road was open by midday.

Because there is no MoT report, certain of the details are not fully established. Though several photographs are in existence showing the scene of the accident none have been found depicting the engine of the Duplicate Mail. However a photograph has been traced which is claimed to have been taken in Gorton Works Yard at the same time as the accident, and shows one of the short-chimneyed series of B7s extensively damaged throughout its length on the fireman's side. Its number is unfortunately illegible, but the Gorton records show that no.5476, a short-chimneyed engine, was in the works for heavy repairs in October 1935 after running an unusually low mileage; also its repairs began and ended on the same dates as those of 5004. Additionally, 5476 was allocated to Gorton at the time, which was the shed responsible for the Duplicate Mail working, and so these coincidences add up to virtual certainty.

The Gorton men in charge of the Mail were Driver Alf Duffield and Fireman Frank Rowlands. It has not been possible to establish with certainty which link they belonged to at this time, though it seems unlikely that the Duplicate Mail was included in the list of prestige jobs worked by the Senior Goods Link. Hence they were probably working in the No.2 Goods Link. The full diagram has not so far been traced.

The identity of the Colwick men has not been satisfactorily established. Reference has been found to a certain Driver Parkins and Fireman Bonser, but this has so far not been confirmed. The exact details of the diagram are also lacking, though it may be mentioned that Colwick worked a number of turns to Manchester involving fully-fitted or part-fitted goods trains, these being lodging jobs, "Glenalmond" class engines were regularly used and most of the class were at Colwick between the wars.

The details of the accident thus help to shed light on some of the more obscure workings that were performed on the GC Section in the far-off days before World War Two, and hence the incident has an abiding historical interest.



LNER class B7 4-6-0 no.5476 at Northwich shed in 1945.

photo: Manchester Locomotive Society collection

The Bachmann J11 - a review and customisation **by Andrew Emmett**

The new Bachmann model captures the looks of the class J11 0-6-0 to perfection. I understand we owe a lot of this to John Quick who worked with Bachmann on the project. There are two basic versions available - one in LNER livery as no.5317 and two in BR liveries. The LNER model suits a 1930s period as it has the LNER flowerpot chimney and low dome but is still fitted with Ramsbottom safety valves - according to Yeadon the last of these were replaced in 1939. The LNER version is fitted with water pickup apparatus but on the BR versions this has correctly been removed. The two BR versions have a cab roof without the middle T section strap, presumably this was on the underside as there are two rows of rivets in its place so these represent engines built by contractors Neilson, Reid and Co. The LNER version has the middle T section strap on the roof. The BR versions have the same chimney and dome but are correctly fitted with Ross Pop safety valves.

The engine has the correct 5'2" 15 spoke driving wheels with the cranks in between the spokes. There is a representation of the inside motion between the frames under the boiler. The detail on the backhead is exquisite and even has a swing out metal fire protection guard to prevent the driver's legs getting burnt whilst the door was open! The BR version has a lovely detailed Wakefield mechanical lubricator on the left hand footplate, fitted when the engines were fitted with superheated boilers. Graeme King commented to me that the splashes appear to be slightly large, I measured them and think they may be about 1mm too big in diameter - possibly necessary to accommodate the model size driving wheel flanges.

The chimneys on all the models I have seen have a very slight forwards lean. It is a separate fitting glued in place but with a bit of persuasion with my thumb I was able to remove them for refitting.

Bachmann have continued to refine the Great Central tenders they have produced with their ex-Great Central engines. There are two versions of the standard Great Central 4,000 gallon tender with the J11 models. The first 106 J11s built had a 3,250 gallon tender with the remaining 68 being built with 4,000 gallon tenders. During their lifetime most acquired the earlier 3,250 gallon tenders, which were slightly lower in height and narrower in width. Like the D11 tender it has electrical pick up on front and rear tender wheels. On the LNER version the water filler and pickup cover now has wire lifting handles on it compared to the moulded plastic ones on the D11 tenders. The tender now correctly has the brakes in line with the wheels - well for the majority of us modelling to 16.5mm gauge they are correct! The tender now has the fire iron bracket in the correct place behind the front coal plate rather than in front of it as on the O4 tenders. This tender is also fitted with sand boxes on the front footplate. As in previous versions the tender has the correct 4'3" 13 spoke wheels.

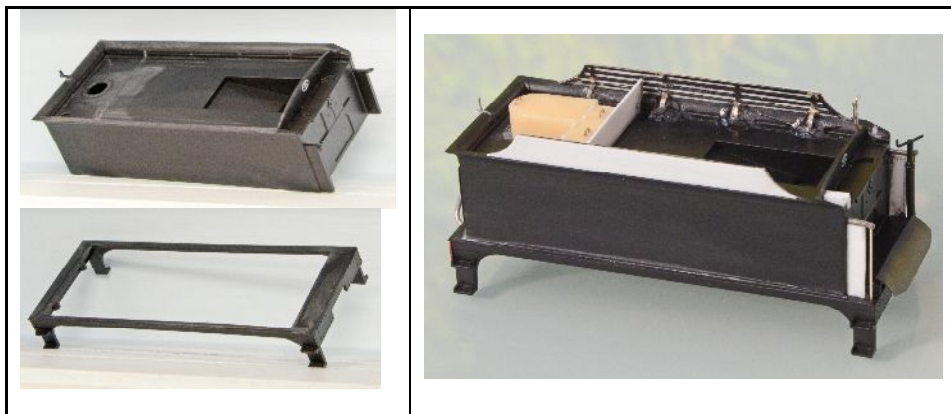
The model ran very smoothly, despite the fact the chassis pivots slightly around the centre axle (tested on a piece of glass sheet) indicating this axle is marginally lower than the outer two. This seemed to have no effect on its running as there was no pitching or swaying motion whatsoever.

The Bachmann press releases on this model have always referred to a low boiler version to be produced. The model produced now has the low pitched boiler as they were all originally built with. The question is does this imply that in due course Bachmann will produce the Thompson J11/3 version with the higher pitched boiler, necessitated by the fitting of piston valves instead of slide valves?

I purchased two models of the LNER version and these form the basis for this article. After perusing *Yeadon's Register of LNER Locomotives Volume 45* I decided that I would model two with the smaller 3,250 gallon tender. One would have the original chimney and dome (I couldn't face repainting the lovely Bachmann Collectors Club version in GC

livery for my LNER layout so didn't obtain one of these!) and the other the later LNER fittings as fitted to the Bachmann model. To make the smaller tender I actually used two of the earlier Bachmann tender bodies provided with the O4 which I had acquired separately. My reason for this is the tender with the J11 is so good that I didn't want to risk spoiling the bodies and will use them on a B8 and B9 I plan to build at some stage in the next few years.

The Bachmann O4 tender is modelled on an ROD tender and is not fitted with water pick up gear. The main difference between the 4,000 gallon tender body and the 3,250 gallon tender is in the height of the body and to a lesser degree the width. I decided that I would reduce the height of the body but would leave the width alone, although I could have dealt with this as well but the height is what is most noticeable and the easiest to deal with. I determined from drawings available to me (from *Railway Modeller* August 1998 and *The Harmonious Blacksmith Robinson*) that I should reduce the height of the body by about 1.5-2mm. The easiest way to do this is to cut this amount off the bottom of the tender body. This meant separating the footplate from the body. To do this it is necessary to make as accurate a cut as possible as the tender footplate must be reattached to the body afterwards –see the photos.



Separated O4 tender body and footplate.

Reassembled tender body nearing completion.

Before commencing work all of the separate fittings, except the central horizontal handrail on the back, should be carefully removed for later reuse. The lamp irons are flimsy plastic and on one tender I was able to reuse them but not on the other. The plastic front hand rails and associated plates should also be removed. The handrails will be replaced with wire and a long split pin inserted carefully into holes drilled in the front of the tender at a height to line up with the bottom of the cut outs in the cab side sheets. The split pins need to be bent out at the ends as the handrails line up with the outer side of the tanks. Ten thou Plasticard is glued below the split pins to replace the plastic plates removed.

Originally when built most of the 3,250 gallon tenders were fitted either with two or four coal rails which were later plated over to give solid coping plates – some had solid coping plates when built and these are evidenced by the fact the coping plates have beading, whereas those plated over coal rails are simply plain steel plates (some also had the coal rails plated on the inside with the coal rails visible on the outside). I happened to have two sets of nickel silver coal rails from Millholme Kits in the spares box so I used these as a basis over which to glue thin sheets of plastic card to represent the steel plates. The vertical supports for the coal rails were bent to shape to fit the inside contour of the curve of the top of the sides and glued in place initially with superglue and then reinforced with epoxy resin.

These tenders were fitted with water pickup gear so the Bachmann round water fillers and the rear coal plate at the back of the coal space must also be removed to accommodate the GC style water filler/pickup boxes. It is also necessary to remove the slightly raised base below the round water fillers and to fill the hole as the GC water filler/pickup box is set slightly further forward than the hole that remains.

I had previously obtained resin castings of the water filler/pickup box from Graeme King in the UK (*the author lives in Australia - Ed.*) and used these. I did however have to modify them by filing a piece out of the front left corner as Graeme had not taken this into account in developing the mould for his casting. I also removed the cast handles on the top and drilled and fitted wire in their place. These boxes would be relatively easy to make from plastic sheet.

'Ships wheel' style water pickup operating wheels need to be fitted to the front of the tender and I happened to have some spare Alan Gibson ones in the spares box. Note these are not totally correct because they have eight spokes whereas they should have six. Brassmasters make an etch with wheels on it that include a six-spoked wheel but it is about 50% too big. The shaft of the wheels is fitted into a suitable box shaped structure made by laminating plastic sheet and then mounted on the right hand side of the top of the front of the tender, in front of the front coal plate. In the picture of the nearly completed tender body the 'ships wheel' is yet to be fitted but the plastic box to which it is fitted is clearly visible.

I fitted the modified tender bodies to the J11 tender chassis to retain the electrical pickups fitted to the front and rear axles and the fact that the chassis has the brakes in line with the wheels. To do this the holes for the four mounting screws (one in each corner) need to be enlarged towards the inside as the alignment is slightly different. I achieved this using a round file. Small washers should be fitted under the screws to ensure the screws don't simply go through the enlarged holes.

On no.5311, I fitted a brass Robinson chimney, again from the spares box. I ordered an original J11 dome from Alan Gibson but when it arrived I discovered it had a flattish top whereas it should curve from about half way up the dome. What to do? Fortunately it had a reasonably long sprue beneath its base, although it wasn't perfectly true. I attacked the sprue with files to true it up a bit then put it in the chuck of my cordless drill and with judicious use of files and wet and dry turned a curve top on the dome!

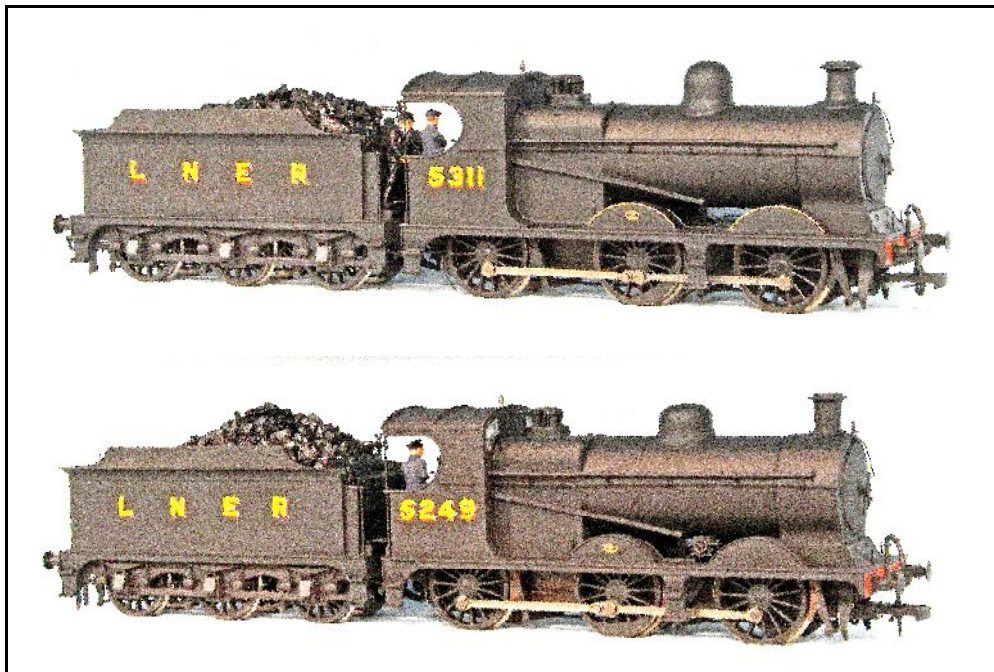
No.5249 was fitted with two Wakefield mechanical lubricators, one on each side whereas no.5311 had none, so I removed that from 5311 and fitted it to the left hand side of 5249 befitting a superheated engine.

I removed the moulded handle on the smokebox doors and replaced this with a piece of scrap nickel silver. Removal of the small wheel during this process should be undertaken carefully so as not to break such a small item. The scrap nickel silver handle has a small hole drilled in one end through which is threaded a piece of brass wire and the wheel has a small hole drilled into its centre so it can then be threaded on the wire as well. The revised fitting is then fitted into a hole drilled centrally in the smokebox door. I also replaced the vacuum pipes with more substantial items from the spares box as the Bachmann ones are too spindly. Finally a repaint with 'killed' black (Humbrol satin black with about 25-30% brown added) with the air brush and then the addition of HMRS lettering and numbers. I managed to keep the printed builders plates on the centre splashers by masking them with Humbrol Maskol.

I mentioned earlier that the loco chassis pivots a bit about the centre axle. I dismantled the chassis and discovered I could put a small slither of folded paper in the slots for the front axle bearings – the effect of this is that the bearings sit slightly lower and with a bit of trail an error the rocking motion can be removed.

Was all this effort worth it? I think so as I can see that the tenders are lower, the coal rails are visible in places on the inside of the coping plates as they should be and I have

two beautiful tender bodies for use later with the B8 and B9! You can judge for yourselves from the photos of the finished locos. All I need to do now is apply some weathering but I might run them in clean condition for a while first.



References used:

Yeadon's Register of LNER Locomotives Volume Forty Five Classes J8, J9, J10, J11, J12, J13 The Great Central 0-6-0 Tender Engines, Book Law Publications.

Yeadon's Register of LNER Locomotives Appendix Two Locomotive Tender Numbering – A General Survey and the Great Central Group Allocation, Book Law Publications.

The Harmonious Blacksmith Robinson, AC Hancock, SLS Publications.

Railway Modeller August 1998.

Model railway exhibition diary

Some events that may interest our readers

Sat 6th Sept: Romiley Methodists Railway Modellers at Romiley Methodist Church, Hill Street, Romiley, Stockport SK6 3AH. <http://rmrm.urwick.co.uk>

Sat 6th & Sun 7th Sept: Soar Valley MRC at University of Loughborough Netball Centre, Epinal Way, Loughborough LE11 3TU. www.svmrc.co.uk

Sat 13th & Sun 14th Sept: Glossop & District MRC at Bradbury House, Market Street, Glossop SK13 8AR.

Sat 13th & Sun 14th Sept: EM Gauge Society at George H Carnell Liesure Centre, Kingsway Park, Davyhulme, Manchester M41 7FJ. www.emgs.org

Sat 20th Sept: Oxford & District MRC at United Reformed Church, Collinwood Road, Headington, Oxford OX3 8HH. www.oxfordmrc.org.uk

Sat 20th & Sun 21st Sept: York & District MRS at New Earswick Folk Hall, Hawthorn Terrace, York YO32 4AQ.

Sat 27th & Sun 28th Sept: Scalefour Society at Stoke Mandeville Stadium, Guttman Road, Aylesbury HP21 9PP. www.scalefour.org/scaleforum

Sat 27th & Sun 28th Sept: Warners Group Publications "Barrow Hill Live" at Barrow Hill Roundhouse, Barrow Hill, Chesterfield S43 2PR. www.model-railways-live.co.uk

Sun 28th Sept: Banbury & District MRC at Ruskin School, Ruskin Road, Banbury OX16 9HY. www.bdmrc.com

Sat 4th Oct: Beaconsfield & District MRC at The Beaconsfield School, Wattleton Road, Beaconsfield HP9 1SJ. www.beaconsfieldmrc.org

Sat 11th & Sun 12th Oct: The Elizabethan Railway Society at The Summit Centre, Pavilion Road, Kirkby-in-Ashfield NG17 7LL. www.elizabethanrailwaysociety.co.uk

Sat 25th Oct: Woodthorpe MRC at Sherwood Community School, Mansfield Road, Nottingham NG5 3FN. www.woodthorpemodelrailwayclub.co.uk

Sat 25th & Sun 26th Oct: Hazel Grove & District MRS at Hazel Grove Leisue Centre, Jacksons Lane, Hazel Grove, Cheshire SK7 5JX. www.hgdmrs.org.uk

Sat 1st Nov: St Peter's Church, Woodshawe Rise, Braunstone Park, Leicester LE3 1RH. www.stpetersbraunstone.org.uk

Sat 8th & Sun 9th Nov: Barnsley MRC at Hoyland Leisure Centre, West Street, Hoyland, S.Yorkshire S74 9HE. www.barnsleymrc.org.uk

The Gainsborough Model Railway, at Florence Terrace, Gainsborough DN21 1BE, is open to the public (1.30pm-6.00pm) on Sun 5th Oct and Sun 7th Dec.

Visit www.gainsboroughmodelrailway.co.uk for more information.



"Church Warsop" by Tony Gee will be on display at the EM Gauge Society show in Manchester on 13th and 14th Sept. The layout shows the LD&ECR station as it was in the mid 1920s, when the change of ownership from the GCR to the LNER had just taken place. Some locomotives and rolling stock still remain in GCR livery.

Footnote: The Editor will be at St Peter's Church on 1st Nov. If you are local please drop in and have a chat!

A visit to Mexborough shed

The following list was compiled from notes made by Howard Turner on a visit organised by the RCTS on 15th Oct. 1950.

<i>number</i>		<i>class</i>	<i>shed code</i>	
61166		B1		
61167		B1		
61168		B1		
61174		B1		
61194		B1		
61773		K2/2	CLK	Colwick
E3611	63611	O4/1		
63659		O4/3	36C	Frod.
63666		O4/3		
63668		O4/3		
63672		O4/3		
63695		O4/3		
63697		O4/3		
3719	63719	O4/1	39A	Gorton
63741		O4/3		
63757		O4/1		
63774		O4/3		
63775		O4/7		
63791		O4/3		
63813		O4/3		
63882		O4/8	39B	Annesley
63898		O4/3		
63924		O2/4		
63927		O2/1		
63963		O2/3	36C	Frod.
63970		O2/3		
63971		O2/3		
63975		O2/3		
63977		O2/3		
63978		O2/3		
63979		O2/3		
63980		O2/3		
63981		O2/3		
63982		O2/3		
63985		O2/3		
64283		J11/3		
E4288	64288	J11/1		
64296		J11/1		
64302		J11/1		

64334		J11/1		
64352		J11/3		
64356		J11/1		
64374		J11/1		
64377		J11/1		
64400		J11/1		
4403	64403	J11/1		
E4404	64404	J11/1		
64432		J11/1		
64449		J11/1		
67434		C13	36D	Barnsley
68946		J50/3		
69264		N5/2		
9297	69297	N5/2		
9314	69314	N5/2		
69316		N5/2		
69900		S1/1		
69904		S1/3		
69905		S1/3		
77050	90521	WD		
77166	90153	WD		
77176	90161	WD		
77307	90223	WD		
77314	90229	WD		
77319	90232	WD		
77338	90246	WD		
90144		WD		
90189		WD		
90196		WD		
90209		WD		
90211		WD		
90255		WD		
90537		WD		
90538		WD		
90550		WD		
90714		WD		

Total: 75
Plus B1 61150 running past on the main line.

Why I decided to model Woodhead **by Dennis Collier**

We moved to Hadfield in the early 1950s and I would go trainspotting at Hadfield station. At the time C13 4-4-2 tank locos were running from Hadfield to Manchester via Glossop. Fish trains also ran through at high speed in the evenings, and there were plenty of coal trains.

I went to Castle School in Hadfield, and passed an exam to get into Ashton Tech. I travelled by train from Hadfield to Guide Bridge, by this time it was the class 506 electrics, and then a trolley bus to the Tech. At the time this was in an old building near the library and army barracks. If I got out of school early I would get on an EM2 hauled train which would not stop again until Dinting, sometimes even stopping at Hadfield. The train journey was very fast and smooth. It was the quickest route from Manchester to Sheffield. Steam trains were still running at this time, mainly carrying freight, and going through the old Woodhead tunnel. Later, steam trains had to be hauled through the new tunnel by EM1s.

After leaving school I worked away from home and it wasn't until 1974, when I was farming at Owl Nest Farm, Hadfield, that I was in touch with the Woodhead Line again. Our land was situated between Bottoms Reservoir and the railway line from the bridge on Padfield Main Road to Valehouse signal box. New track was laid between Hadfield station and Woodhead 18 months before the line closed!

We moved to Tideswell in 1984 and was asked by a friend to join New Mills and District Model Railway Club. I made a layout called "Happy Valley" for children to have a go at running with 'Thomas the Tank Engine and Friends'. Then I started to model Woodhead. Off I went with a 12 foot pole, marked off in feet. I measured the platforms, the new tunnel and the two old portals, then carrying the electric cables and a narrow gauge railway. I also measured all the areas on the tops where the railway cottages were and took photos of what was needed. I got my drawing board and found my time at the Tech doing technical drawing came in very handy.

I wanted to build the layout as it was when the new tunnel opened in 1954, as steam was still running through the old portal on the original line. My track plan went just past the new signal box, including the old water tank above a shed. Later I extended it with the old Great Central signal box and sidings. Firstly I started on the tunnels - if I couldn't get this right I was not going to carry on with the project! Then I made the gantries from brass with overhead copper wires soldered together - what a job! I had never done anything like this before. All the framework is made from second-hand timbers, while the wiring was GPO wire acquired from old telegraph poles - "waste not, want not"!

I started collecting rolling stock years before I got the Woodhead Line running, this included Trix EM1s and Triang EM2s. Later I collected model kits made in resin, Silver Fox 76s, while the latest additions are from Olivia Trains, Heljan 76s, which have nice detail and run very well.

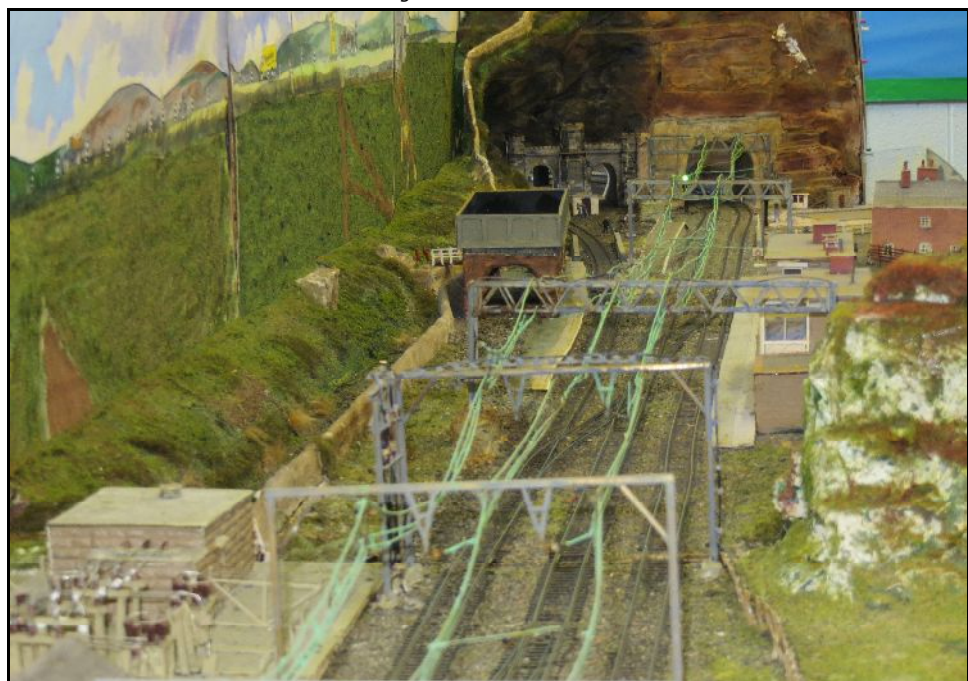
note by Paul White

I have had the pleasure of watching Dennis's layout in operation at the New Mills and District Railway Modellers 40th Annual Exhibition at Chapel-en-le-Frith High School on February 22nd 2014, and it really is a wonderful piece of work, with excellent scenery and a splendid mixture of freight and passenger traffic expertly controlled by Dennis and his team. It was certainly attracting a great deal of well-deserved interest! I first saw it last year, which is when Dennis agreed to write the above article. I hope as many readers as possible get the opportunity to see it for themselves.

I would like to thank Dennis and his team for helping my photographic efforts and for writing the above descriptive article.



*above: Bo+Bo no.E26049 in BR black livery climbs towards Woodhead with an up train steel flats.
below: A view of Woodhead station looking towards the tunnels.*



Readers' forum

from Howard Turner, Sheffield

Forward 180 p73: lower photo from Mexborough shed.

The photo of 69902 and 61120 at Mexborough shed on p73 was taken by myself. Unfortunately I don't have notes for that visit but I do have the notes from a visit made earlier on 15th Oct. 1950 which may be of interest to our readers. (See page 35)

from John Bennett, Guildford, Surrey

Forward 180 p46: 'Glenalmond in trouble at Dunford Bridge'.

In connection with the item on the Dunford Bridge accident, there was a full account of this event in an article by David Jackson and Owen Russell in *Forward* No 22 which you may consider it appropriate to reproduce in a forthcoming edition (see p28 - Ed.). I traced it in an index which I started to compile years ago and which reached No 80 but it would be a big effort to continue over the many issues since then. In the accident it seems that the driver must have completely overlooked which line he had been travelling along, as in the background to the photo is the very distinctive bracket signal which differentiates unusually clearly the lofty signal for the Down Main Line bracketed out from the post carrying the Loop to Main Line signal.

Forward 180 p50: 'A bit more on the Derbyshire Lines'.

J. Richard Morton's article on the Derbyshire Lines was most interesting and I cannot recall having ever seen a photograph of Grassmoor Sidings and Bond's Main signal box before - surely the longest name of any GC box!

There was indeed a real complex of lines in this area including the longer established Midland Railway colliery branches that included Grassmoor Colliery. The photograph must have been taken prior to 1910 as the large bracket has the splitting distants on the two dolls at the right hand end for the Midland Railway's Bonds Main North Junction signal box controlling the divergence of the Calow & Bond's Main Joint Railway from the Midland line to Grassmoor Junction where the MR route to Bonds Main left the already existing line to Grassmoor Colliery. The Joint Line had a very short active existence (there is no trace of it on the 1916 OS map - nor of Calow Colliery) and the Midland Railway Weekly Notices for January 1910 confirmed that its Bond's Main North Junction signal box was now closed along with the Joint Line connection.

from Mike Eggenton, Worksop, Notts

Forward 180 p81: photo of *Mallard* movement.

Thank you for the exposure in the last *Forward*! The good news is that I have found the date of the photograph - it is 26th February 1964. The bad news is that the photograph is of *Mallard* passing through Rotherham Central, not Tinsley. I may be to blame for not making it too clear as to where the shot was taken. I am sure eagle eyed members will be on to you about this! I have attached another photograph of *Mallard* taken just before the one appearing in the last issue of *Forward*.



The 'Mallard' entourage setting off from **Rotherham Central**.

Editor's note: The error was spotted by Stephen Gay and it is entirely my responsibility.

from J. Richard Moreton, Sheffield

Forward 180 p81: photo of Mallard movement.

I suggest that the date of Mike Eggenton's photograph of *Mallard* is Tuesday, 25th February 1964. Incidentally the photo was taken at Rotherham Central and not Tinsley! Colin Walker recorded the cavalcade at Leicester Central, where *Mallard's* bearings were being checked for overheating, and his dated photograph appears as plate 257 in Colin's own *Great Central twilight finale*.

The date is further confirmed in a caption to a photograph of the special working which appears in *The Sheffield Star railway album* on page 66. The caption gives Sheffield Victoria as the location of the picture but this is obviously in error as the train travelled round the direct curve between Attercliffe Junction and Darnall West Junction, so avoiding Victoria completely. I think it more likely that the picture was taken at Darnall.

Editor's note: So we still have some uncertainty about the date - 25th or 26th February?

from John Quick, Oughtibridge, Sheffield

Forward 180 p80: GC coaching stock query by Dave Cousins.

Dave Cousins' photographs on p80 are very interesting. The upper view shows a 'London suburban' non-corridor, 8 compartment third class vehicle. I am not certain of its GCR identity, but an identical carriage is in the up sidings at Swithland on the preserved GCR. That one was GCR no.793 and was rescued from Hull docks in the summer of 1988. Whilst at Hull it was numbered 040451, but if an error has been made with regard to that number Dave's picture could be of the preserved no.793. These vehicles were built 1905/06 by the Birmingham C.& W. Co. The GC paid £1,779 for each carriage, but the MLST paid only £1 plus VAT for no.793!

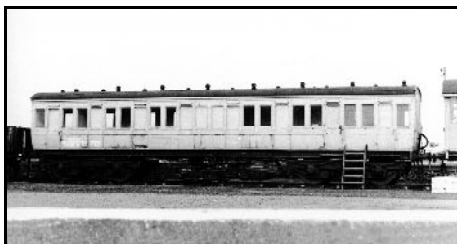
The lower view is of clerestory roofed departmental carriage no.1674, originally built as a lavatory composite by Cravens of Darnall, Sheffield. It was withdrawn from passenger service in July, 1952, becoming a breakdown van at some later date.

Finally, does any member possess information, photographs or drawings regarding MS&LR 4-wheeled passenger stock that I could borrow?

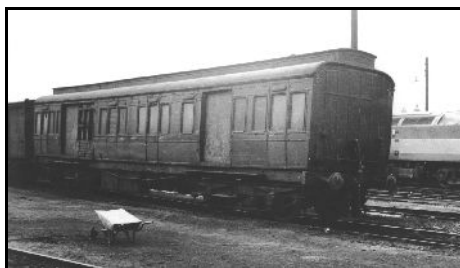
further information from John Bennett

With regard to the two photographs of ex GC coaches in departmental use, the clerestory vehicle can be identified as GC number 1674 (LNER 51674), a Lavatory Composite built in 1903. There were three varieties of this class of vehicle - this one Third + Third + Lavatory + First + First + Lavatory + Third +Third with all compartments having access to the toilets.

The other vehicle shown was an 8 compartment Third and from its departmental number it appears to have been for internal use. I have been unable to trace its original identity but so far as I am aware only one carriage of this design has survived into preservation. This was restored at Quanton Road but after an accident it appears to have been laid aside until purchased by John Jolly, the owner of the Mangapps Farm Museum at Burnham-on-Crouch in Essex. There it was restored but there were difficulties in its use



above: Vehicle no.045452.
below: Vehicle no.DE320142.



due to the height of the buffers causing buffer locking with other carriages. It was therefore placed on an isolated piece of track, and to the writer at least it was always a welcome start to a visit to the museum. In the last two years it has been sold and is understood to be grounded at the Mid Suffolk Railway. Whether this is the same vehicle cannot be stated for certain without other identification. A visit to the Mangapps Farm Museum is highly recommended and it does include some items of GC signalling equipment.

from David Franklin, Cardiff

Forward 180 p25: What is twmps?

I've just read Richard Hardy's piece on the O4s and I wonder if anyone has told you what 'twmps' means. It is a Welsh word (or more accurately an anglicised plural of an abbreviation of twmpath) that means a hump or a mound. In the context of Richard's article I assume it refers to the Great Western practise of heaping coal up in a mound in the firebox.

from Chris Corroy, Chesterfield, Derbyshire

Forward 180 p35: 'Woodhead - The final hours'.

As an appendix to my article which appeared in *Forward 180* I have provided my log of the workings through the Woodhead Tunnel that I observed on the night of 17th/18th July 1981. I now know that the number of the Class 56 locomotive seen at 03.23 hours and mentioned in the article was wrong and it has been amended in the log.

<u>Time</u>	<u>Locomotives</u>	<u>Train</u>	<u>Direction</u>
16:45	76010 + 76016	6M31 Barnsley Junction-Fiddlers Ferry	west
17:35	76051	Light	west
17:48	76022	Light	west
20:15	76014 + 76006	6E85 Trafford Park-Parkston Quay	east
21:28	76016 + 76010	8E73 Dewsnap-Tinsley	east
21:50	76007 + 76012	6Z81 Fiddlers Ferry-Mansfield/Shirebrook	east
22:27	47411	4Z63 Stourton-Garston (freightliner)	west
22:50	76006 + 76014	6M46 Barnsley Jn-Fiddlers Ferry	west
23:54	37064 + 37094	4M55 Newcastle-Trafford Park (freightliner)	west
00:03	76012 + 76007	Light	west
00:20	76010 + 76016	6M10 Tinsley-Warrington	west
00:28	76028	8E43 Dee Marsh-Tinsley	east
02:55	76014 + 76006	6E80 Ince-Barton on Humber	east
03:11	47341	4E71 Trafford Park-Newcastle (freightliner)	east
03:18	76028	6M26 Tinsley-Warrington	west
03:23	56035	6Z82 Fiddlers Ferry-Mansfield	east
03:33	37219	6M27 Immingham-Runcorn	west
04:01	47381	6Z64 Garston-Mansfield	east
05:18	76006 + 76014	6M62 Parkston Quay-Edge Hill	west

from Trevor Kay, Camborne, Cornwall

Forward 180 p75: Cast iron trespass sign.

Regarding your note on page 75 about the triple joint trespass sign. A few still exist, mainly in private collections. Back in the 1980s I had a triple joint GC pattern trespass sign as illustrated and a triple joint H&B pattern trespass sign. All the GC pattern signs I have seen have the spelling mistake in 'Committee' as does the SYJR version. I have not seen a double joint GC pattern trespass sign but did own the H&B version. I know of double joint GC pattern 'Beware of Trains' signs but am not aware of any other double joint GC pattern signs. The SYJR had a multitude of signs both pre and post grouping and the GC & Midland Joint in South Yorkshire had its own trespass sign which was different from those used west of the Pennines but did use standard GC pattern 'Beware of Trains' signs.

I believe that at one time I had the largest collection of GC and associated cast iron - even more than Mike Fish! However when we moved from Leeds to Cornwall it needed three removal vans. All has now gone save for a GC & Midland trespass South Yorkshire pattern sign and my rail chair and permanent way collection.

from Robert Barker, Wembley, Middlesex

Query: Greenland tragedy

I laughed out loud when I read in the March issue of *Forward* that Richard Graham had named me as one of the GCRS Sudbury Mafia. I admit that since 1967 I have lived beside the line, east of Sudbury & Harrow Road station, 3 miles and 1,587 yards from the zero point at Northolt Junction according to Network Rail. When I inherited the house, I discovered the land was bought by the Great Central on February 15th 1901, and resold by the LNER to a local speculative builder (unusually a woman) on December 19th 1933. The completed house was bought by its first owner on May 15th 1935. I also learned that I am bound by a covenant made between the GCR and the executors of the previous landowner, General Robert Fitzgerald Copland-Crawford, not among other things, to burn bricks in my garden.

It has never been a temptation, but conventional gardening has enabled me to fill a tobacco tin with broken pieces of clay pipe, doubtless once smoked by Thomas Oliver & Sons' navvies. I bought a GCR cast iron boundary post at a railwayana sale, installed it by the garden fence, and thought that would be the extent of my involvement with the estates side of "our" railway.

More recently, however, I decided to look into an unlikely family story that my great grandfather died young when he fell through the ice and drowned while skating in Greenland. I am the "London Extension" of a Yorkshire family, and no-one had thought to tell me that the Greenland referred to was actually in Sheffield rather than the Arctic! Eventually I traced the following in the *Sheffield Daily Telegraph* for Saturday February 18th 1888.

"Between one and two o'clock [yesterday], Mr. John William Barker, draper, of 431, Attercliffe Common, left his home to go skating on Greenland Arm, a large sheet of water near Broughton Lane station, and a stone's throw from his home. The Greenland Arm water is on land belonging to the Manchester, Sheffield & Lincolnshire Railway Company, and is rented by a man named Walker, who in the Summer made it a sort of bathing resort, and in the winter a rendezvous for skaters. When the ice is perfectly safe, a small charge is made for admission, in return for which Mr. Walker keeps the ice clear and in other ways attends to the comfort of his patrons. This year, however, the frost has never been so keen as to justify Mr. Walker in making himself responsible, as it were, for the safety of his visitors by charging them an admission fee."

The rest of the article is of purely personal interest and quite harrowing. I have never seen the suggestion before that the MS&L were landlords of a lido. Possibly one of our Sheffield members can provide further information.

from Michael Minter Taylor, Bletchley, Bucks

Forward 180 p40: 'The cover story'.

Referring to the origin of the title of our publication *Forward*, it was chosen by those attending the inaugural meeting of the Great Central Railway Society which was held in my office in Knightsbridge, London. In forming the Society I received enormous support from the railway press and the publicity attracted many from all parts of the country to attend including James Hatch, Christopher Austin and Lesley Franks. As Paul White stated on page 6, he saw the meeting advertised in the *Railway Magazine*.

May I wish the Society the very best for the future and I hope I shall still be around to see the 50th anniversary.

from the Midland Railway Society Journal

A query was received from Gerry Firth by the editor of *The Midland Railway Society Journal* and published in issue no.55. The photo of no.67448 at Cudworth accompanied the query.



BR class C14 4-4-2T no.67448 at Cudworth with the Barnsley 'Pusha' on 9th Nov.1955.

photo: Gerry Firth collection

The editor of the MRS Journal writes:

This photograph shows ex-GCR class C14 4-4-2T No.67448 standing at platform 3 of Cudworth station on Wednesday, 9th November 1955, with what appears to be the ex-Midland Cudworth to Barnsley Court House push-and-pull service.

Gerry Firth knew the location well in the 1950s. He has compared this photograph with that of ex-LMS 2-6-2T No.41281 at Cudworth, the latter being reproduced in the book *Railway Memories No.8: Barnsley, Cudworth & Royston*. Not only is the train in the same position on platform 3 (the Barnsley-bound one as can be seen by the station buildings in the background) but the two coaches are identical, and are in the same position relative to each other and to the locomotive. (This can be seen by checking the ventilators above the side doors on each coach).

It is a complete mystery to Gerry as to why this locomotive should have been on this train. He knew the area around Royston and Cudworth very well at the time, but cannot recall ever seeing these C14s on the Barnsley 'Pusha'.

David Wrottesley replies:

I do not think that it is a total mystery that class C14 no.67448 is at Cudworth on a Cudworth-Barnsley Court House service. This push-and-pull service was originally worked by a MR class 1P 0-4-4T, and then by an Ivatt class 2 2-6-2T from Royston shed.

The book *Railway Memories of Barnsley, Cudworth and Royston*, in addition to showing Ivatt 2 2-6-2T no.41281 at Cudworth, also shows other pictures and indicates that

no.67448 was allocated to Barnsley Exchange Shed. I understand that it was a very reliable and long-standing resident and a regular performer on the ex-LNER Barnsley Court House-Penistone service. This was part of a local service through Court House from Doncaster. It is shown at Court House on such services five years later on 10 May 1958, adjacent to BR Standard Class 2 2-6-2T no.84009 on the Cudworth service .The ex-LNER services to Doncaster and Penistone were slow and infrequent, and not nearly as important or as busy as the ex-LMSR service to Cudworth and Sheffield Midland.

In 1957 the ex-MR/GCR Barnsley Court House and ex-L&Y/GCR Barnsley Exchange station areas and the loco depot came under the control of BR(ER) but Cudworth and Royston Shed had become part of BR(NER). I would suggest that despite these railway reorganisations on this regional boundary, that at no time were ex-LNER engines and Barnsley Exchange locomotives diagrammed to work Court House to Cudworth services.

I think a locomotive failure occurred with the Royston loco on the Court House-Cudworth "Pusha" at Court House on 9 Nov 1955. A decision was made, due to the time factor, that instead of another locomotive being sent light from Royston to Court House no.67448 was immediately available at Court House to provide a service to Cudworth and back. This whilst Royston eventually provided a suitable replacement at either Cudworth or Court House. Barnsley Exchange Loco would provide a locomotive and crew for the Penistone service if no.67448 was not back in time. I suspect that the operation required 67448 to run round at Cudworth on arrival from Court House because it was not push-and-pull fitted. In addition the normal Royston driver would act as Conductor for the Barnsley Exchange driver of the C14 after placing his failed loco in the sidings at Court House.

Welcome to the following new members

Dr R.J.Webb, Norwich

Mr J.Savage, Twickenham, Middlesex

Mr A.Woodard, Eastcote, Middlesex

Mr B.R.Longbone, Scunthorpe
(membership renewed)





BR class J11 0-6-0 no.64451 passes through Waleswood station with a westbound goods on 3rd July 1955. Waleswood colliery is on the right. photo: H.B.Priestley/J.Howard Turner collection

Rear cover caption

LNER class D11/1 4-4-0 no.5505 *Ypres* stands at Swindon shed, some way off its usual haunts. The GCR class 11F, the 'Improved Directors', was one of John G. Robinson's most successful classes. The eleven members of the class, nos.501-511, were built at Gorton between Dec.1919 and Dec.1922 for express passenger duties on the London-Manchester services. Two were named after GCR directors (left over from the 'Directors'), three after royalty and the remaining six after Great War battles. As the names were originally randomly applied, the 1946 renumbering of the class as 2660-2670 saw them put into the order that we are more familiar with. No.505 eventually became 62669 and survived until Aug. 1960.

Ypres (called 'Wipers' by the Tommies) was fought over three times during the war. It stood in the path of the initial German sweep through Belgium towards France. This was stopped at the First Battle of *Ypres* which took place between 19th Oct. and the 22nd Nov. 1914. The Third Battle of *Ypres*, also known as Passchendaele, took place between 21st July and 16th Nov. 1917 and resulted in the total destruction of the town and the loss of nearly half million casualties on both sides.

photo: Photomatic

