

FORWARD



Journal of the Great Central Railway Society

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GREAT CENTRAL RAILWAY SOCIETY

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Forward is the 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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Ken Grainger, Kevin Curran and 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 March 2018 issue (no.195) must reach the Editor by 1st February 2018.

Front cover caption

GCR class 9J 'Pom-Pom' 0-6-0 no.306 hurries past the plaster works at Hotchley Hill just north of East Leake between Nottingham and Loughborough on the GC main line with an up passenger working - it could be a local or an excursion. There is certainly a good mixture of coaching stock on view. Although mainly a goods engine, the 'Pom-Poms' were also useful passenger engines with a good turn of speed. Hotchley Hill signal box, that controlled access to the works sidings, can be seen beyond the end of the train. It was replaced by the LNER in 1946 with a brick-built structure on the opposite side of the tracks. The photographer is stood at what will become the site of Rushcliffe Halt, opened in 1911 to serve Rushcliffe Golf Club. The Halt is still in use today on the heritage GCR(N). The plasterboard works is also still in business and trains of gypsum arrive via the connection with the Midland main line south of Loughborough - see the Google Earth view on p18.

photo: LGRP



The Journal of the Great Central Railway Society

No. 194 ~ December 2017

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The Editorial

A significant event took place in the early hours of Sunday 3rd September just south of Loughborough station on the Midland main line. After the start-stop fiasco of the MML electrification it must have come as a great relief to the GCR that the positioning of the bridge was still able to take place courtesy of Network Rail (see p19-20). When the two sections of GC heritage line are finally connected it will be a unique event in the world of heritage railways where two independent operations have linked together (although does the connection between the Ffestiniog and the Welsh Highland also qualify?). With all the publicity and fundraising being channelled into the Bridging the Gap project we should not forget the proposed northern extension from Ruddington to connect with the NET system at Ruddington Lane. With the development of tram-train technology it should be possible for through running to take place from the NET system to Ruddington Fields to access both the Country Park and the Heritage Transport Centre, with connections onward on the heritage GCR.

Respect for war memorials and a readiness to participate in acts of remembrance have grown in recent years. No one seems to understand why but surely it is a good thing. This edition of *Forward* seems to have more than its usual share of remembrance related activity of one kind or another. As next year is the 100th anniversary of the end of the Great War, I know that Ken Grainger is already planning something special for the remembrance ceremony at the Sheffield memorial in November 2018. Did you know that the NRM at York has been putting together a database of fallen railwaymen from the Great War? It can be found at <http://firstworldwar.nrm.org.uk/fallen-railwaymen>.

We must be grateful that there has been a shift in recent years in the *modus operandi* of architects, developers and planners when it comes to the redevelopment of locations with historical significance. No longer is it just a case of 'let's knock it down' but of how can we integrate existing features into any new development. Railway conservationists are still angry about what happened during the redevelopment (or destruction) of Euston in 1960-1. The developers of the Leicester Central site seem to be sympathetic towards what is left of the Great Central heritage in that city - see p40-41.

'Dates for your diary', found on the inside of the back cover, is there to encourage readers to attend local railway meetings. I know I have been over this ground before, but 'use it or lose it' is a real threat for many local groups. Find out about any groups that meet near you and make an effort to attend. Go with someone else if you are reticent about attending on your own. It is cheaper than a visit to a restaurant, cinema or theatre, and, in my opinion, better value for money.

Bob Gellatly

Annual General Meeting 2018

In accordance with Section 7(a) of the Society constitution, notice is hereby given that the Annual General Meeting of the Society will be held on Saturday 12th May 2018 at The WRVS Cornhill Centre, Castle Street, Banbury OX16 5NT, starting at 11.00 am.

Under Section 9 of the constitution proposals for changes to the constitution, properly signed by the proposer and seconder, should be sent to the secretary to reach him no later than Friday 30th March 2018.

Under Section 5(c) nominations for the committee, signed by the proposer and seconder and made with the agreement of the nominee, should be sent to the secretary to reach him no later than Friday 20th April 2018.

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

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

Brian Slater
Secretary

The Annual General Meeting

Saturday 12th May 2018

at the WRVS Cornhill Centre, Castle Street, Banbury OX16 5NT.

10:30 - Doors open with sales and displays.

11:00 - Annual General Meeting.

12:30 - Break for lunch - plenty of options locally and café on premises.

14:00 - 'The Brill Tramway and Verney Junction' by Geoff Burton.

16:00 - Finish.

Bring your own sales items for a £2 table fee.

The entrance to the venue and a pay-and-display car park are accessed from Bolton Road off Castle Street. The venue is a 15 minutes walk from Banbury railway station.

Remembrance at the Royal Victoria Hotel, Sheffield

by David Grainger

Higher authority appears to view our efforts with approval – once again a cloudless sky, but with a very cold wind, greeted us at the Royal Victoria Holiday Inn for our remembrance ceremony on Sunday 12th November.

Some two dozen people, mostly GCRS members and descendants of those named on the memorial but also a number of hotel guests, gathered just before 11am for our introduction, by Ken Grainger, to a number of his 'friends' named on the memorial. Having carried out his researches he no longer sees them as a list of faceless names but a gallery of individuals he now knows well - witness his series of articles in *Forward*. In order to extend this feeling to the remainder of us we were invited to append a name (either with personal connection or one at random) from those listed on the memorial to the cross handed to each of us by Ken's younger granddaughter Abbie, and invited to plant them during the ceremony and, later, e-mail that name to Ken for him to forward the story of that individual.



There were two areas of focus this year – the battle of Passchendaele (also known as the third battle of Ypres), the centenary of which occurred this Autumn (see p31), and the loss of the first GCR airmen.

Buglers are difficult to come by at this time of year and we were fortunate that Mike Hartley had arranged to bring along the treasurer at his church in Scunthorpe, David Atkinson, to introduce the one minute silence with the playing of the Last Post – this most certainly always adds considerably to the proceedings. Wreaths were then laid, the first by Hermann Beck and his son, Kieran, on behalf of the Royal Victoria Hotel, followed by the GCRS wreath laid by Howard Turner and then personal family tributes. The previously mentioned crosses were then planted following which we repaired to the Great Central Room in the hotel for much needed hot drinks.

Once again we must thank Hermann Beck and his staff, not only for their hospitality on the day, but also for their continued care of the memorial and its surroundings throughout the year. Next year, of course, marks the centenary of the end of the war and Armistice Day and Remembrance Sunday will coincide, so it would be good to see as many GCRS members as possible outside the Royal Victoria Hotel on the 11th November.

Postscript: Armistice Day was also commemorated by Chiltern Railways at Marylebone, on Friday 10th November, but the GCRS was unable to accept an invitation to take part. We shall make sure we're there next year !

Lance Corporal Norman Jackson VC commemorated at Mexborough **by Ken Grainger**

Our friends at the Railway Heritage Trust, who have been so supportive with the restoration of our Great Central Railway War Memorial, and with the subsequent addition to its ranks of Lance Corporal Norman Jackson VC, have themselves been commemorating the centenary of the Great War. They have unveiled plaques at appropriate sites in honour of the seven railwaymen whose bravery was recognised by Britain's supreme award for valour, the Victoria Cross.

That for the Great Central's VC, former Mexborough engine cleaner Lance Corporal Thomas Norman Jackson of the 1st Coldstream Guards, was unveiled in Mexborough station's waiting room on 27th September. It was the 99th anniversary of his death in 1918, in the action for which he was posthumously awarded his VC.

With the Mayor of Rotherham and the Civic Mayor of Doncaster present and the Revd Karen Beecham, Methodist Minister of St. John's Church, Swinton, officiating, the plaque was unveiled by Norman's great-great-nephew, Duncan James. Other family members present included Mike Jackson who paid tribute to Norman's life.

A Guard of Honour of serving Coldstream Guardsmen, plus Dave and Ben McCabe in Great War period uniform, were backed by the local branch of the Royal British Legion reinforced by Coldstream Guards Association veterans from both the Sheffield and Doncaster branches. Their Standards, lowered to the poignant strains of 'The Last Post' were a splendid sight. A buffet hosted by Northern Rail completed a truly tremendous occasion.

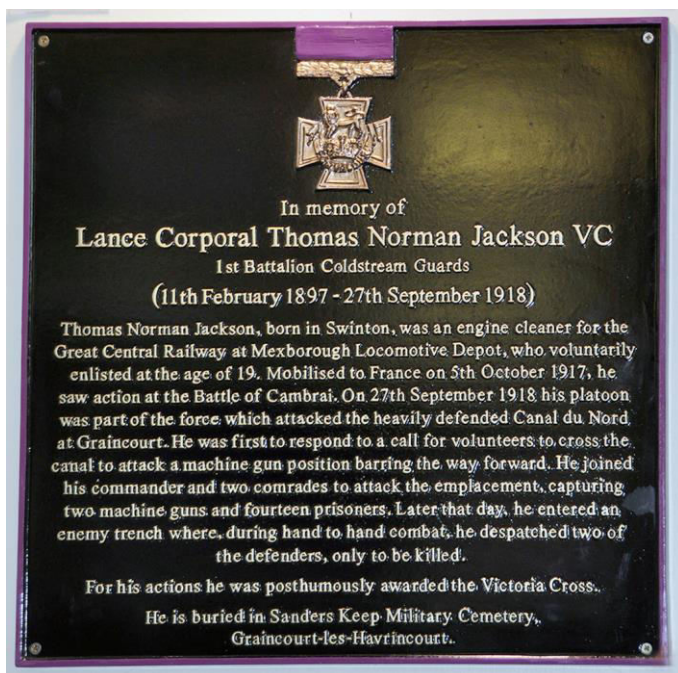
Both the Coldstream Guards themselves and, locally, the Mexborough and District Heritage Society are planning ceremonies to mark the centenary of Norman's death next September.



The gathered dignitaries and onlookers are addressed by Andy Savage of the Railway Heritage Trust. The 'twin' on the left is Alan Hope of Northern Rail.
photo: Mike Eggenton



Ken Grainger pays his respects on behalf of the GCRS, flanked by two 1st World War re-enactors and two current members of the 1st Coldstream Guards.
photos: Mike Eggenton



Three generations of a Metropolitan & GC family - Part 3

by Gordon Read

This is the final part of the series which takes us up to Gordon's retirement.

I arrived back at Neasden as a fireman in Nov. 1956 after being released from the army. The shed supervisor gave me two to three weeks to acclimatise myself back into civilian life again and then assigned me into a permanent link, working with the same driver for a year. At the end of that time the fireman moved forward on the rosta by two weeks to join another driver. This enabled you to remain on the same shift.

I went into 'number-three GC local passenger link' for a short time before going into 'number-two rest day cover link'. This link covered all types of work including fast trains to Leicester Central and provided better paid and more interesting work, mileage payments being an added incentive. Eventually I was promoted to the 'number-one top link' with all the best jobs.

An unsettling incident occurred around 1959. We had worked the 10.00pm from Marylebone as far as Nottingham Victoria. We were booked to work a return passenger train from Nottingham Victoria back to London. Our return train was bought into Nottingham Victoria by Leicester men. The procedure was for their engine, on this occasion a 'Britannia' class, to uncouple from the train and run forward to enable us to bring our engine, a B1 class, out of the turntable road and reverse onto the carriages. The Leicester crew would then couple onto the front of us so we could double-head back to Leicester Central. We were travelling at speed near Ruddington when suddenly the emergency brake was applied bringing us to a grinding halt. On conferring at ground level with the other crew, it appeared neither crew had applied the brake. The guard, who was in the front brake, wondered why we had stopped so suddenly. He climbed down onto the track and with the help of his hand lamp the leading engine was examined. We soon found the problem as the vacuum brake flexible hose and metal upright pipe had been smashed off and the cylinder cock extension pipes bent outwards. These were covered in blood, as were the buffers and buffer beam. Blood was also dripping profusely from one of the smoke deflectors of the 'Britannia'. We had hit a stray cow.

The incident was reported to the nearest signalman who had the line searched. To clear the line the vacuum pipe between the two locos was split enabling us to proceed at caution to Leicester Central where the leading engine was detached to run light engine to Leicester shed. Before departing I asked the Leicester fireman to wash down my side of the engine with his slacking pipe as it was spattered with blood. We continued our journey to London arriving only about one hour late and we were thanked by our passengers for all our efforts to minimise the delay.



Neasden shed on 17th June 1962. 'Jubilee' 4-6-0 no.45573 'Newfoundland', a pair of Fairburn 2-6-4Ts and a Standard class 4MT 2-6-0. The Fairburn tanks had replaced the Thompson L1 2-6-4Ts when control was passed to the London Midland Region.

photo: Fred Steinle (Peter Sedge collection)

In June 1960 I was told to prepare myself to take my driving exams. I was just twenty-three years of age, the minimum then for a driver. The time came and over a period of a week, my exam was conducted by Inspector Fred Ansell, who was based at Cricklewood but covered Neasden. He was a firm but a fair person, a tall upright man, always with the long black railway overcoat and the traditional bowler hat - a real gentleman.

Day one was spent on rules and regulations and knowledge of the steam engine - 'around the wheel' as we called it. Days two and three were practical driving of freight trains (mostly loose coupled in those days) and finally days four and five were driving of passenger trains and also road knowledge. I'm pleased to say I passed first time. As a passed fireman I was called upon to cover all types of railway duties and still some fireman's jobs.

Neasden Loco closed after sixty-three years service to the GC, LNER and BR on Monday 18th June 1962. I transferred to Cricklewood shed on the Midland and had to learn new roads. The link I found myself in was mostly shunting yards but I also had to learn Clapham Junction to relieve milk trains and then take them to the Express Dairy siding at Cricklewood during the night. Once there, the milk tanks were arranged for emptying. Two years were spent in the Old Man's link, shunting different yards in the area between Kentish Town and Hendon. I remained at Cricklewood until its closure in 1967/8.



Fairburn 2-6-4T no.42092 and class V2 2-6-2 no.60886 at the Marylebone servicing point on 21st April 1964.

photo: Ron Fisher

I was able to return to the GC area at a booking-on point at Neasden North. The work was all freights into local yards. After several months this booking-on point was abandoned and crews were transferred to Marylebone or Aylesbury. Steam had now gone and at Marylebone I was retrained to drive the class 115 DMUs. Traffic was very quiet at this time - as someone once said 'You could hear the birds singing over Marylebone in the rush hour'. Eventually we were allowed to venture beyond Princess Risborough to Banbury. This obviously improved the variety of work available.

From 1985 to the early 1990s steam returned to London in the form of excursions from Marylebone or Paddington to Stratford-upon-Avon. The preserved 60007 *Sir Nigel Gresley* (as LNER 4498 in blue livery) was the first loco to be used on these trains and the first run was on Sunday 12th January 1985 with Pullman Rail's 'Thames-Avon Express'. The Post Office issued their 'Famous Trains' set of stamps featuring paintings by Terence Cuneo in January 1985. To mark the occasion a special was run from Marylebone to Stratford-upon-Avon on Monday 21st January. Shortly afterwards I was privileged to drive Pullman Rail's 'Thames-Avon Express' on Saturday 26th January from Marylebone to Banbury. We were relieved by Leamington Spa men who took the train onward to Stratford-upon-Avon. The number of steam enthusiasts who thronged the platforms at Marylebone and Banbury for these specials was amazing. I remember my fireman that day was Trevor Barnett.



Class A4 4-6-2 no.4498 'Sir Nigel Gresley' arriving at Marylebone on 21st Jan 1985 with the return working of the 'Famous Trains' stamp issue special (depicting paintings by Terence Cuneo) from Stratford-upon-Avon. The special was for invited guests only and consisted of only three coaches.

photo: Gordon Edgar

BR Inter-City started their Sunday luncheon dining trains to Stratford on 10th March 1985. These jobs continued most weekends (mostly Sundays) and the crews at Marylebone enjoyed the trips on average every other weekend. It was a great pleasure to handle such engines as *Sir Nigel Gresley*, *Duchess of Hamilton*, *Clan Line*, *Sir Lamiel*, *King Edward I* (nicknamed 'Spud One') and several others, including the 'Black Fives'.

On the evening of Sunday 22nd March 1992, on a return 'Shakespeare Special' heading for Paddington, the brass safety valve dome of engine 6024 *King Edward I* struck the underside of the Bishops Road Bridge at Ladbroke Grove. The safety valve was ripped off creating an explosion as steam and boiling water escaped from the boiler - the noise was deafening. We realised by the rapid drop in steam pressure and the water loss that something serious had occurred. My immediate thought was to get clear of the bridge and stop in an open space. Luckily the steam pressure was able to maintain the vacuum

brake and allowed me to clear the bridge and then stop. Not knowing what had happened, fireman Bob Cottrell and myself worked feverishly to throw the fire out. This happened at the height of the IRA bombing campaign in London and many residents thought it was another bomb. The local fire station crews also heard the bang and were on the scene very quickly. On their arrival I instructed the fire crew to use a fine spray hose and keep the cold water solely on the fire bed and not touch the firebox walls. This undoubtedly saved any damage to the foundation ring. All services to and from Paddington were severely delayed, some up to two hours. With the late night connections already gone when we eventually arrived at Paddington, taxis were commandeered to get the passengers home. I did hear later that around two hundred taxis were used! Bob and I also went home in a taxi – certainly a night to remember.

The incident was caused by the track engineers raising the rails and ballast during the day. The clearance under the bridge was OK for modern trains but not for *King Edward I*. The safety valve is the tallest part of the 'King' class engines, approximately two inches higher than the chimney. At a later date Bob and I were commended for our actions at a small ceremony at Old Oak Common shed by the 6024 Society, being presented with a framed photo of the locomotive.



Gordon Read (right) receiving a framed photo of 'King Edward I' from a member of the 6024 Society at Old Oak Common shed.

Work on the Stratford excursions eventually diminished but by this time Marylebone had been reborn and our normal everyday journeys went forward to the newly re-opened Birmingham Moor Street and Snow Hill stations - this station had been closed and demolished in 1972 but re-opened in 1987. The units used were the class 165 'Turbo' DMUs followed in 1998 by the class 168 'Clubman' DMUs that could reach 100mph. I loved this later unit and they were a pleasure to drive.

My last turn of duty before I retired was on a Sunday in May 2001. I left Birmingham Snow Hill ten minutes late. This was due to the late running of the incoming train which I was to relieve and take back to London as a semi fast service. I like to make up as much time as possible and was determined to finish my railway service on a high. Approaching London I was a minute or two up so I eased up through the Finchley Road Tunnels so as to arrive on time at Marylebone. As I ran into platform 2 the station clock dropped to 21:50 - spot on time. I was very pleased and as an added bonus my wife Rosemary, sons Christopher and Philip and their families, and friends, were at the buffer stops to welcome me in. This was a great surprise that I had not expected. As I shut the engines down and removed my master key I said out loud to myself 'Amen'.

I have enjoyed my fifty years on the railway. Working with steam was hard, hot, and dirty compared to the armchair comfort of the modern diesels but we took that as part of the job. I do miss the company of my fellow workmates. Marylebone was like a good family, helping one another, swapping turns for social needs and the leg-pulling banter of the mess room. Even the repair cards had some humour for the maintenance men. Some remarks I recall seeing were:

"This engine is so weak it wouldn't pull the skin off a rice pudding going downhill."

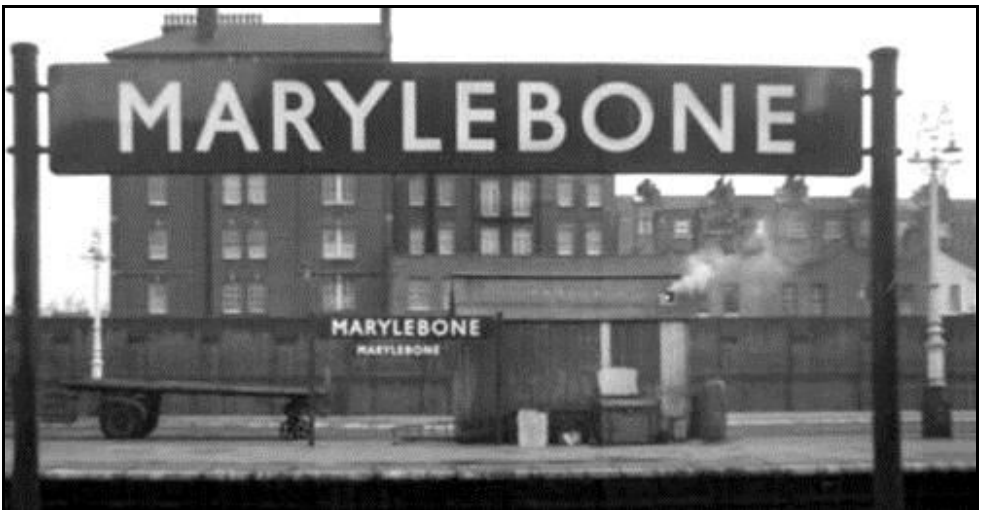
"New engine needed to fit on this whistle." When taken to task on this remark by the governor, the driver (an ex-Sheffield old boy) replied, "Well the whistle is in perfect working order!" My favourite, when a loco was in good working order, was one word "SHEZAGUDEN".

Working on the railway was a good job and my wife and I have often remarked that we wanted for nothing and earned a reasonable wage to give our two boys a good upbringing. Neither of our sons followed the family tradition onto the railways but I am proud to say both became 'captains of industry' in their respective fields of employment. Now in their late fifties and retired from their former work they have continued to pursue their careers in other fields.

Now in my eighties I look back and consider. Had my dad not died at that critical time of my life would I have enjoyed my original ambitions as much as I eventually did on the railways? On reflection I think not. I never tired of travelling the scenic routes of the GC lines, being able to witness the changing of the seasons each year. I also enjoyed the open air life of the footplate as I travelled through our wonderful English countryside.



A class 168 'Clubman' dmu (left) and a class 165 'Turbo' dmu (centre) at the Chiltern Railways Aylesbury depot on 23rd May 2014.
photo: Robert Gadson



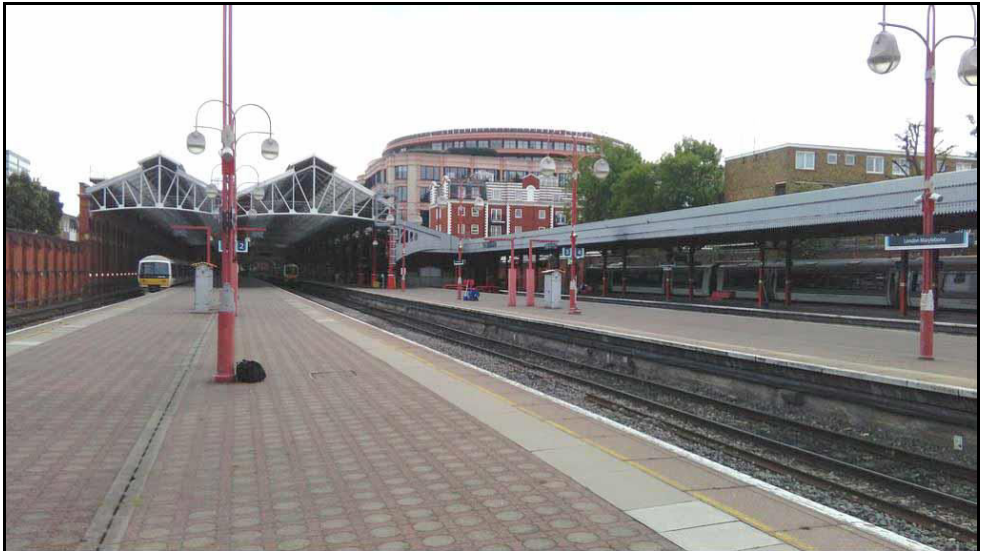
Marylebone from an unusual perspective.
photo: Keith Jones

Marylebone ('Marlybon') then and now - from Cinderella to Princess.



above: Marylebone in April 1969. There are three arched roof sections and four platforms - the one on the west (right) side of the station being provided with a platform canopy. There is also a stabling line on the east (left) side. A vehicle access road occupies the centre roof section. Class 115 dms occupy the two outer lines. The modern office block is Melbury House.
photo: Hugh Llewelyn

below: Marylebone on 21 May 2016. There are two surviving arched roof sections and six platforms. The vehicle access road was replaced with platforms 2 and 3 in 1989. The west side platform canopy had been salvaged and reused for platform 4, but this was later shortened along with the construction of two new short platforms 5 and 6 with their own platform canopy in 2006. A 'Turbo' is in platform 1 and a 'Clubman' in platform 3. Melbury House has gone and in its place is the PNB Paribas building with its distinctive circular top storey and on this side of it, a block of luxury apartments in a neo-Georgian design.
photo: James Cullen



Saving the Woodhead Tunnel (or not?) - Part 3

by Paul White

On 2nd April 2008, I, in common with over 120 other individuals, received an e-mail from Julian Newton, Managing Director of Translink UK, as follows:

Translink's scheme to re-open the Woodhead Line is in abeyance, since National Grid, the owners of the Woodhead Tunnels have started work to relocate HV electricity cables from the old Victorian tunnels to the new tunnel. This will effectively put the tunnel and the Woodhead Line beyond use for rail transportation. It is a national disgrace how this is being allowed to happen, given the urgent need to upgrade trans-Pennine infrastructure. In our view this is a classic case of National Grid abusing their monopoly position and the Government turning a blind eye. Questions are being asked as to how a company with annual profits in excess of £2.5bn is allowed to neglect its major assets, ie the existing tunnels, by spending a paltry £15m over the last 25 years on their upkeep. It is no wonder that the tunnels are in ruins.

The e-mail concluded with a message urging all the recipients to complain to Ofgem and Ruth Kelly, and to join Save the Woodhead Tunnel.

So, who or what was Translink UK? According to its website, set up in 2004, it was "an organisation formed with the sole objective of reinstating the Woodhead Line as a 'Rolling Highway', a means of carrying accompanied Heavy Goods Vehicles by rail using 'piggy-back' trains, powered by reconditioned Class 58 diesel locos with a linespeed of 100kph, with trains consisting of ultra low-floor piggyback wagons capable of taking 45 ton articulated lorries. There would be transfer depots situated at Tinsley and Hattersley."

The scheme took its inspiration from the HUPAC group of nine companies located in Switzerland, Germany, the Netherlands and Italy which run similar schemes. In a 2006 update to its website under FAQs there is a heading "How is the project to be funded?", it was stated that "Translink UK have a robust business case and are confident that the whole project can be funded privately." That said, I was unable to find any details of the business case or its funding, and I am of the view that the whole project could be filed under "pipedream".

"Save the Woodhead Tunnel" encouraged supporters to take part in an on-line petition to Government, worded "We the undersigned petition the Prime Minister to reopen the railway from Manchester to Sheffield via the Woodhead Tunnel", stating that ".....closure occurred, despite electrification, in 1954 and journey times between the two cities are now longer and existing routes are at capacity....re-opening and introducing through trains between Manchester-Woodhead-Penistone-Barnsley-Sheffield-St Pancras will increase capacity between London and Manchester and could take a lot of lorries off the road."

The response from Government stated that "No current proposals for tunnels on the Woodhead Route stop them from being reopened for railway use, if they are needed." The Rail White Paper, published in July 2007 identified "the need for more passenger capacity across the Pennines....best met by longer trains and faster journey times on the Manchester-Huddersfield-Leeds route....no need for any substantial extra trans-Pennine freight capacity was identified."

Minister of State, Rosie Winterton, would be meeting National Grid to discuss the option of continuing maintenance of the Victorian tunnels once they have been vacated, and following that meeting would be meeting key stakeholders to gain the perspectives of the transport industry and northern economic groups on the issue of trans-Pennine transport and its part in developing a longer-term strategy as part of the "Towards a Sustainable Transport System" (TaSTS). There was certainly no new hope to be gained from this anodyne reply.

On Saturday 2nd August 2008 a further demonstration was held at the Woodhead Tunnel, timed to coincide with a Climate Camp at the Kingsnorth Power Station, the point

being that a re-opened and electrified Woodhead Line would help to reduce the emission of greenhouse gases, relieve congestion on local roads and boost the local economy. Over 50 people attended the gathering in August sunshine, from both sides of the tunnel, while one attendee had come all the way from Southampton, and the meeting heard from a number of speakers from the 2M Group, Stockport Green Party, Stockport Friends of the Earth, Save Swallows Wood, and the Lifespan Community Collective. Also present was a cycle-towed sound system that produced relaxing music - a far cry from the Rail TU dominated protests of the 70s and 80s!

Local campaigner Jonathan Atkinson of "Save the Woodhead Tunnel" told the meeting that "the ball was now in the Government's court." He went on to say that "Everyone now sees the common sense in re-opening the Woodhead Line. Local MPs, businesses and unions, the Northern Way and now the local community have demonstrated their support. It's up to Ruth Kelly and the DfT to pull their finger out and include Woodhead in the forthcoming White Paper."



Demonstration at Woodhead on 2nd Aug 2008 in front of the 'new' tunnel.

The Group, which was now holding regular meetings at the 'Prince of Wales' pub in Glossop, made their next public appearance at Penistone Show on 8th September, getting 390 petition signatures, selling badges and raising £37. The group attended a meeting with Lord Adonis, which they described as "positive", and indicated that the government was "open to persuasion" and would listen to the groups "robust" arguments for reinstating the line. In the group's view, the recent report from development partnership "The Northern Way" indicated that future growth in trans-Pennine freight "demands the re-opening of the line". The Group also took heart from news from National Grid that they had suspended work on recabling the Woodhead Tunnel, and that no work would take place until April 2009 at the earliest.

The eagerly-awaited Northern Way report *Future Rail Use and the Woodhead Tunnels* was published on 27th October 2008 and fell far short of "demanding the re-opening of the line". It was in fact a rather curious document, cited by the pro-Woodhead campaigners as being positive, it can hardly be said to have made out a strong case for tunnel retention and re-opening. From the outset it is clear that Northern Way, despite its interest in enhancing trans-Pennine rail capacity, sees the National Grid scheme as

something unlikely to be cancelled or modified in any meaningful way. Then, given the above situation, it considered what options there may be for future rail use of the tunnels. Regarding the suggestion that the relocation of the HV cables to the BR - built tunnel would preclude their rail use in the future, the Northern Way report states in the introduction that it will make clear that "neither the Northern Way nor National Grid believe this to be true". The absurdity of this statement becomes apparent on further reading.

The Report goes on to argue for the significant benefits to the North of a national high speed rail network, adding that "a high-speed trans-Pennine link significantly adds to the agglomeration benefits that would come from such a network serving the east and west sides of the Pennines." Studies on the market demand for moving inter-modal deep sea containers by rail to and from the Northern ports had shown that if unconstrained by loading gauge and track capacity there was a future potential for a significant trans-Pennine flow. Thus, the Northern Way would be supporting Network Rail's ongoing assessment of options for enhancing trans-Pennine lines for inter-modal traffic. Given the above, it was apparent that a trans-Pennine strategy was needed. Northern Way had contributed to this by indicating the "key challenge" of the shortage of trans-Pennine capacity for both passengers and freight. Moving on to the Woodhead proposals, the Report states that options other than re-opening include improving existing routes, re-using the disused "Nicholson" single-bore twin tunnels at Standedge on the Diggle route, or by the use of "new routes" (new build?). Difficulties attached to re-opening Woodhead include the problem of integrating traffic with the "heavily used network from Hadfield to Manchester" and "the reinstatement of the Woodhead Tunnel".

The Report then, in a major section, goes on to describe the background to National Grid's re-cabling plan, which "will be completed by the end of 2011." National Grid as a regulated industry...is obliged by OFGEM to implement the most economic, efficient, co-ordinated, safe and secure solution to replace the cables located in the North Tunnel...without interruption of the power supply." This is also "a lower cost option than locating them elsewhere." Further use of the North and South Tunnels is dismissed on engineering grounds, and a surface route on environmental grounds. The National Grid intention to block the two old tunnels is made clear, although Network Rail had offered to advise NG on how safe and secure access could be put in place to facilitate periodic inspection.

The Report then passed on to a section entitled "Future Use of the Woodhead Tunnels". It is noteworthy that this section is written on the assumption that the NG scheme will go ahead and will be completed around the end of 2011. Further use of the Victorian Tunnels either for rail traffic or as "pilot bores" for a new tunnel is dismissed on feasibility grounds. Consideration of future rail use of the 1954 tunnel now becomes fraught with difficulties, typified by the statement "that the BR tunnel once carried rail traffic is not material", adding "modern standards are far more demanding than those of the 1950s". A replacement tunnel would be "preferably twin-bore, parallel and interconnected". This consideration "does not in itself rule out rail use of the BR tunnel, which would require the development of a safety case. While no detailed investigatory work had been undertaken for this, rail use of the BR tunnel would require:

- Provision of evacuation walkways
- A physical barrier between the tracks, to prevent derailment dangers
- Greater clearance between tunnel, wire and train than for the 1950's DC system.

The Report is then explicit about the impossibility of "shared use", in terms of incompatible maintenance arrangements, the challenge of "immunising" each system from the other, and safety considerations, concluding that "...therefore...rail use of the BR tunnel would require the NG cables to be relocated."

The report concludes by restating the alternative of re-locating the NG cables at some very distant future date, provided that some maintenance regime was established for the Victorian tunnels, a suggestion that had already been dismissed, and of course at the

time of writing (November 2016) the Victorian tunnels have been duly blocked and abandoned, confirming the absurdity of the view that there was anything to be hoped for in this report.

An optimistic "spin" was put on the Report by some interested parties, including Northern Way in its own press release, which was then "spun" further by Save the Woodhead Tunnel in their own press release of 6th November, which carried the headline "Woodhead Tunnels remain viable option for Trans-Pennine Rail Link", when it was already plain that there would be no further rail use for Woodhead. "Save the Woodhead Tunnel" celebrated the end of 2008 with a Christmas film showing of Ken Loach's "The Navigators" provided by the Peak Film Society at the Partington Theatre, Glossop, and followed it with a party.

The "Save the Woodhead Tunnel" group had an open meeting in March 2009 at St John's Community Centre, Penistone. The event was addressed by Angela Smith, MP for Hillsborough, and the meeting featured a Vintage Rail film "Electrics Across the Pennines". The Group took heart from the government's announcement of plans to electrify the main Manchester-Liverpool Route via Warrington. At the same time the group announced its rebranding as the "Reopen the Woodhead Line" group. Around this time there was developing rumour, proposal and counter-proposals for some form of High Speed Link between the capital and the Midlands and North. Later in the year, in October, the Group were addressed by members of one of the organisations advocating High Speed Rail, who outlined the Network Rail scheme which recommended the construction of a West Coast route from London to Scotland, with a loop serving Manchester. The alternative "Greengauge" scheme proposed High Speed lines in both east and west coast corridors with a connecting 125mph line from Manchester to Sheffield. The report was unclear as to which route would be chosen for that, Hope Valley or Woodhead, but of course the hope was that it would be Woodhead. The announcement by Network Rail of a proposed £34bn High Speed line from Scotland to London by 2030 did not include a trans-Pennine link. The group felt that the Woodhead Line should have been included but saw the omission as "not a major stumbling block to re-opening".



Angela Smith, Labour politician and MP for Hillsborough 2005-10 and Penistone and Stocksbridge 2010-present. Supporter of the "Save the Woodhead Tunnel" campaign.

The group used an article in the *Glossop Chronicle* of 10th Sept. 2009 to restate its aims, broadly as in their formal submission to the Peak District National Park Authority Local Development Framework, briefly summarised as follows:

Re-opening of the Woodhead Rail line would lead to:

- reduced environmental impact on the Peak District National Park
- improved sustainable access to the Park
- socio-economic and environmental benefits for communities along the route and at both ends of the route
- improved logistical movement of people and goods across the North of England

The Group also asked the LDF to retain the strategies of:

- safeguarding the Woodhead tunnels for future rail use
- safeguarding the route between Dunford Bridge and Hadfield

They also asked the LDF to look into an alternative route for the Longdendale Trail.

Support for a re-opened Woodhead rail line continued over the period, with the successors to "Save the Woodhead Tunnel", the renamed "Reopen the Woodhead Line" group taking a leading role. In May 2010 the group reported that, ahead of the General Election "parliamentary candidates from across the political spectrum are united in their support of the campaign to re-open the Woodhead Rail Route". The bulletin went on to state, erroneously as it turns out that, "campaigners recently saved the Woodhead Tunnel after work by National Grid threatened to make future use for rail impossible". The campaign's chairman, David Bryson, added "At this important time we believe a re-opened Woodhead Route would aid economic recovery on both sides of the Pennines as well as deliver significant economic and social benefits", and he welcomed the support of the candidates. Later in 2010 the Group made a detailed submission to the Longdendale Integrated Transport Strategy Consultation (LITS), produced for and on behalf of Tameside Council. The submission noted the LITS proposal for increased rail services between Hattersley and Hadfield/Glossop but expressed concern that there was no technical or other detail of how this was to be achieved. The Group also noted that the re-opening of the Woodhead line was not contained in any of the proposed options, even as a long-term strategy.

Noting the historic investment in the 3-mile 1954 tunnel and that re-investment would "vastly improve" the connectivity of the rail network in both Northern England and the wider network, the Group claimed that a re-opened Woodhead line would offer the following benefits:

- Reduced environmental impact - a 70% reduction in CO₂ emissions from people and freight crossing the Peak District National Park.
- Reduced road traffic in the National Park leading to a reduction in accidents.
- Reduction in journey time from Manchester to Sheffield from 55 to 35 minutes.
- A faster rail route between the main West and East Coast ports and the relief of rail congestion around Sheffield.
- Improved accessibility to the Dark Peak.
- New connectivity between South Yorkshire and the eastern suburbs of Manchester and Longdendale, opening new opportunities for employment, leisure and inward investment into communities
- Integration with proposed new high speed rail services to/from London and Europe, thus providing lower carbon alternatives to flying.
- Improved reliability, providing an alternative to the Hope Valley rail route, frequently closed due to engineering work, and thus obviating the need for bus substitutions.
- A more resilient route for freight and passengers crossing the Pennines during the winter months.

This submission was made in May 2010.

In July 2010 the Group wrote to the new Secretary of State for Transport, Philip Hammond, once again outlining the principal issues of the controversial cable laying through the tunnel, briefly repeating the history of events up to the 1981 closure and restating the arguments for re-opening made to the LITS Strategy. The letter concluded by appealing to a sense of history, citing also the re-opening of a major part of the Waverley Route as a precedent and noting that three proposals for re-opening, by Central Rail, Translink and Arriva Trains, had all been turned down by the previous Labour Government, and challenging the new coalition government to have "more foresight".

The reply came, not from Philip Hammond himself but Brian Welch, the Cities and Regions Policy Manager. The reply could only be described as disheartening, pointing out that while ministers had requested that disposal of railway land owned by public bodies that could form part of a re-opened rail route should be halted, this did not apply to land

in private ownership and therefore would not affect National Grid's proposals to complete the transfer of cables from the Victorian tunnels to the 1954 tunnel. The letter also noted that "no need" had been identified for the foreseeable future for a route across the Pennines at this location. Network Rail had confirmed through its Yorkshire and Humber Utilisation Study, "NRUS" (Northern Route Utilisation Strategy) that there remained considerable scope to lengthen passenger trains on the Hope Valley Route, and the frequency and speed of services could be improved with infrastructure spend such as passing loops and double tracking at Dore, and investment in the Manchester "Hub".

The letter further noted that "...a strategic survey of Trans-Pennine connections is currently nearing completion...both this and work carried out by Network Rail...and the Manchester Hub Study confirms that a greater need for additional route capacity across the Pennines is likely to materialise on the Trans-Pennine Route between Manchester and Leeds". The letter ended on a more hopeful, if vague note, stating "...we are not ruling out the need for additional capacity between Manchester and Sheffield in the long term and it may be that the Woodhead Route has a role to play in this, but it would not be appropriate for the Government to commit to re-opening this route at the present time".

A brief item in the local *Tameside Reporter* of 23rd August 2010 stated that the Government would be discussing with National Grid the options for inspecting and maintaining the integrity of the Victorian tunnels so that moving the cables back into these tunnels remained a possible option for the long term. However, on 3rd November 2010 the Group reported that correspondence between the Secretary of State for Transport, Angela Smith, and Friends of the Peak District indicated that talks on the future maintenance of the Victorian tunnels had been put into abeyance. A further letter from Brian Welch, DfT Cities and Regions Policy Manager, concluded that "...discussions have not been terminated and will be re-opened when the time is right", which seems a rather longwinded way of saying "sine die" (*french for 'no fixed date' - Ed.*).



A confectionary card from the 1950s extolling the virtues of the Woodhead electrification. The artist is Alan Anderson. The caption reads "A powerful electric locomotive leaving Woodhead tunnel at the head of an express on Britain's first all electric main line linking Manchester with Sheffield. The locomotive has six motors and weighs 102 tons. The new Woodhead tunnel is over 3 miles long."

What next on the heritage Great Central Railway?

by Michael Gough (General Manager of the GCR)

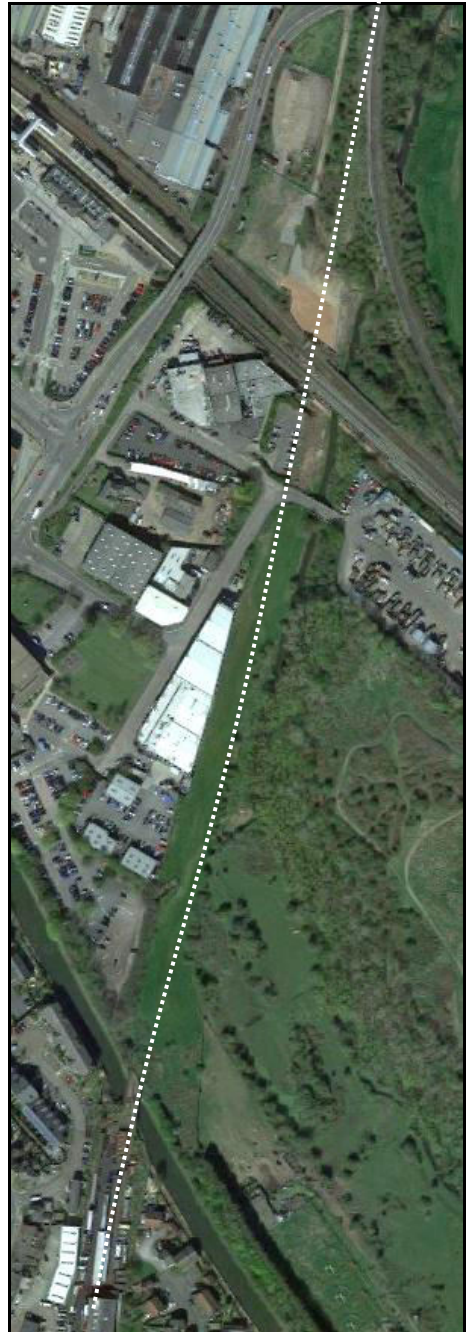
In September, long held ambitions to build a new bridge over the four track Midland main line were realised, a major step in reconnecting the two halves of the Great Central Railway and creating an eighteen mile heritage line running from Leicester North to Ruddington.

As the final touches are applied to the new bridge, the question now being asked is 'What next?' The most obvious section to tackle next is renovating the bridge over the Grand Union Canal (see computer generated image below). Undertaking this work does not require planning permission and access to the site is relatively easy from both the rear of the engine shed and from the canal towpath beneath.

A full survey was carried out on the bridge in 2014 which allowed contractors to establish what work is needed to repair it. It last carried trains in 1969 when the original Great Central Railway was shut by British Railways. We have obtained three quotes for the work and expect it to cost in the region of £400,000. We believe we can raise the funds for the work over the next 12 months. To avoid disruption to canal boat traffic which is at its busiest in the summer months, the Railway is looking to carry out the work in Autumn 2018.

The overall reunification project is a complex one with many challenges to overcome, not least the need to meet modern environmental standards. Furthermore, in recent years, building work has encroached onto the original embankment; also the newly built bridge spanning the main line railway, and an access road to a recycling centre, require additional clearance. To overcome these constraints, a new alignment has been designed to ensure the line can be successfully installed with modern materials and techniques being employed to comply with 21st century regulations.

The Railway's supporting organisation, Friends of the Great Central Main Line, is committed to maintaining the present momentum after building the bridge over the Midland main line. The Friends are therefore aiming to kick start the Canal Bridge project with an initial grant of



Google Earth view of the missing link.

£10,000. A strategy is to be developed by the GCR with FoGCML and other major stakeholders, to agree the way forward for further successful fundraising. To learn more about the project and to make a donation, please visit www.gcrailway.co.uk/unify



above: In the early hours of Sunday 3rd September, the first girder of the new bridge across the Midland main line is lowered into position.

photo: Jan Zientec

below: A computer simulation of what the restored bridge over the Grand Union Canal will look like.

photo: GCR plc



Arrivals on the bookshelf

"Branch Lines North of Grimsby" by Vic Mitchell and Keith Smith

Published by Middleton Press, 2017, at £18.95.

ISBN 978-1-910356-09-8. Hardback, 96 pages.

www.middletonpress.co.uk

It is ironic that as its main line recedes into history, a corner of the Great Central which has, somehow, survived into the 21st century is probably its least known outpost. This addition to the Middleton Press library of line surveys replaces the earlier *Branch Line to Barton-on-Humber*, and will go some way to correcting that volume.

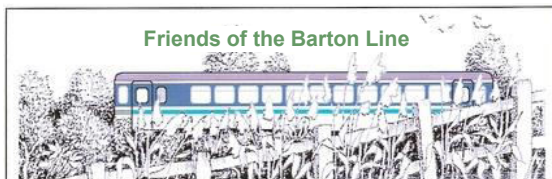
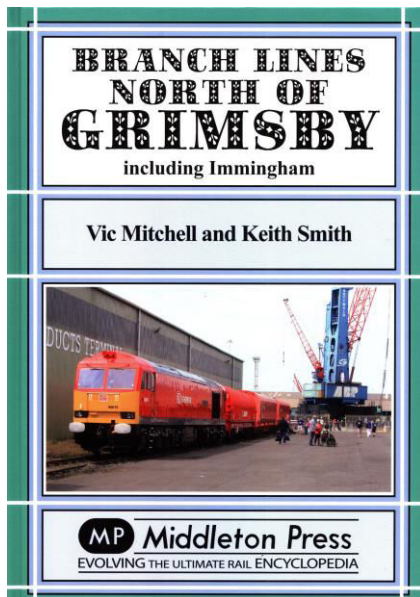
Produced to the Middleton Press standard format, the book is essentially a photographic album punctuated by numerous maps and diagrams which will considerably aid those unfamiliar with the area. The 'Contents' and 'Index' refer to the sequentially numbered photographs which portray, for the most part two to a page, the lines throughout their history.

The first 78 of the 120 photographs progressively cover the line from Grimsby Town to Barton-on-Humber. As far as Habrough, this revisits the publisher's *Lincoln to Cleethorpes* volume, but duplication has been avoided by the unearthing of further photographs. North of Habrough (or, more pertinently, Ulceby) the survival of the Barton branch is quite remarkable with it having lost its main *raison d'être* with the demise of the New Holland terminal for the Humber ferry, rendered redundant when the Humber road bridge opened. Indeed, as the reproduced early timetables show, Barton-on-Humber was in truth a branch off the "main line" to New Holland Pier.

The following sections contrast the fortunes of that part that was built of the Barton and Immingham Light Railway, rarely roused from its slumbers before inevitable closure in 1963, and the burgeoning Immingham Dock lines carrying ever more prodigious traffic via their connection with the New Holland line at Ulceby, before the survey is completed with the late lamented Grimsby and Immingham Electric Railway.

Vic Mitchell and Keith Smith's book provides a thorough coverage of the lines and perhaps it is nitpicking to suggest that the many photographs reproduced at full page width might have been better slightly smaller, so as not to disappear into the between-the-pages gutter. Certainly the maps of Grimsby, New Holland and Immingham which, quite rightly, for clarity have been extended across a double page spread, would have benefited by being divided either side of the gutter. These though are minor criticisms of a worthwhile work.

Ken Grainger



"Beachley and the First World War" by Carol and Richard Clammer

Published by Lightmoor Press, 2017, at £25.

ISBN 13 9781911038269. Hardback, 192 pages.

www.lightmoor.co.uk

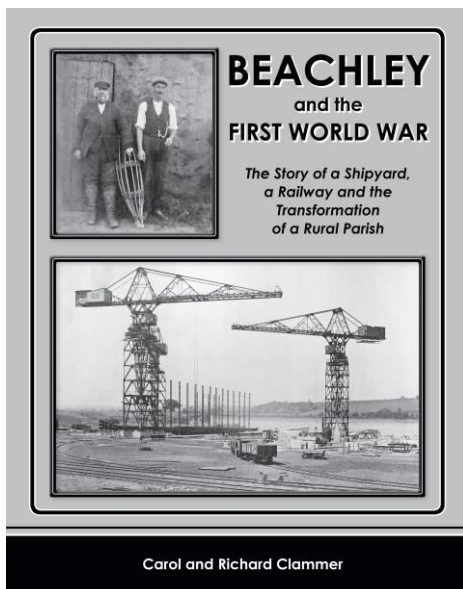
In the early months of 1917 German U-Boats were sinking Allied merchant ships at a much faster rate than they could be replaced and Britain faced a real danger of being starved into surrender. One of the Government's responses to this crisis was to boost shipbuilding capacity by building three new national shipyards on the banks of the Severn Estuary, the largest of which was to be located on the rural Beachley Peninsula in Gloucestershire.

On 3rd September 1917 the inhabitants of this quiet country parish were given ten days' notice to vacate their homes in order to allow thousands of Royal Engineers and German Prisoners of War to begin construction. The authors have painted a vivid picture of local life before the war, the impact of the evacuation on the community and the construction of the huge shipyard together with its associated housing schemes, army and POW camps. They also record, for the very first time, the history of the railway branch line and the numerous railway locomotives which served the shipyard. At the end of the war the shipyard was still unfinished and accusations regarding its cost and alleged mismanagement grew into a national scandal which provided a rich vein of humour for satirical writers of the time.

The scheme was eventually abandoned and the site converted into an Army Technical School while local people continued their long struggle to reclaim their homes and obtain fair compensation. This absorbing book draws on a wide range of contemporary sources

and is illustrated by a superb selection of photographs and documents, very few of which have been published before. It will delight railway, industrial, military and social historians, and appeal to anyone with an interest in the local area.

The Publisher



Construction of the railway at Beachley on 1st January 1918.

Editor's note: Richard Clammer wishes to thank members of the GCRS who have helped him in the research for this book.



"King George V bridge over the Trent at Keadby" Viewed from a drone looking north (downstream) with Althorpe on the left and Gunness on the right. The South Yorkshire Railway had its eastern terminus on the left bank of the Trent at Keadby, just north of this point - there is now a gas-fired power station and wind farm at Keadby. It was taken over by the MS&L in 1874. A swing bridge was built over the Trent by the MS&L sponsored Keadby & Grimsby Railway in 1879. This ran via Frodingham and triggered the growth of the iron and steelmaking industry in that town (now better known as Scunthorpe). A connection was made with the SYR at Keadby Junction over the infamous canal bridge. This connection allowed the MS&L to run trains from Sheffield to Grimsby via Mexborough and Doncaster in addition to their main line via Gainsborough. With the opening of Immingham Dock in 1912, several improvements were made to the route, the major one being the replacement of the swing bridge by a Scherzer Rolling Lift bridge in 1916. It was slightly downstream of the swing bridge - the original embankment can still be seen on both sides of the river. The opening was performed by King George V on 21st May 1916 and the bridge was thereafter known as the King George V bridge. The bridge carried road (the present A18) and rail with the lifting span at the east end. This has not operated for many years and is now deactivated. Althorpe station is at the west end of the bridge. The train crossing the bridge in this view is of DBS 66078 (still in EWS colours) with empty spoil box wagons from Killingholme (site of a dock extension) to the disused Kellingley Colliery (the source of the spoil). The photo was taken on 18th October 2017.

photo: "robmcrorie"/Flickr

Modellers' corner

by Tony West

Nice to kick off with some good news. In the last *Forward* mention was made of **Alphagrafix** who were aiming to produce some etched kits for MS&L 4-wheeler passenger coaches in the form of 5-compartment thirds and 4-compartment firsts in 7mm. Well Roger, the proprietor, certainly kept to his word and had batches of both for sale at the big 0 gauge show at Telford back in September and it's great to report that his faith was repaid as he was left with only a single kit at the end of the day. Needless to say he is suitably encouraged to try more prototypes in the future - anyone for a brake third or, more to the point, anyone know of a suitable drawing?

Now for the dreaded T word. That's right - transfers! I'm very pleased to say that both **HMRS** and **Old Time Workshop** are making progress, and with a huge amount of crossing fingers, toes etc, there just might be some wagon transfers available by the end of the year. HMRS are also hopeful of some visible progress as well, starting with loco transfers initially rather than a sheet covering everything.

A couple of months or so back I received an enquiry about some GC vehicle liveries including a Fruit & Milk van. I responded as best I could and it seemed that was that. To my surprise and delight some weeks later I received the photo of the finished van, built from a D&S kit in 7mm, having been painted, lettered and lined by Dave Studley.

By the time you read this the season of 'goodwill' will be thrust upon us once more, so I would simply like to wish everyone a happy and healthy New Year.

contact details

Alphagrafix, 23 Darris Road, Selly Park, Birmingham, West Midlands B29 7QY
tel: 01214725252 e-mail: sirberkeley@hotmail.com



The GCR Fruit & Milk van made from a 7mm D&S kit and painted by Dave Studley.

photo: Dave Studley

Model railway exhibition diary

Some events that may interest our readers

Sat 2nd & Sun 3rd Dec: Manchester MRS at The Barnes Wallis Building, Altrincham Street, Manchester M1 7JR. www.mmrs.co.uk

Fri 19th - Sun 21st Jan: London Model Engineering Exhibition at Alexandra Palace N22 7AY. www.londonmodelengineering.co.uk

Sat 20th Jan: Workop Model Transport Exhibition at The Crossing Church, Newcastle Ave., Workop S80 2AT.

Sat 10th & Sun 11th Feb: Festival of British Railway Modelling at Doncaster Exhibition Centre, Leger Way, Doncaster DN2 6BB. www.world-of-railways.co.uk/shows

Sat 17th Feb: Risborough & District MRC at the Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX. www.rdmrc.org.uk

Sat 17th & Sun 18th Feb: Syston MRS at Sileby Community Centre, High Street, Sileby LE12 7RX.

Sat 24th & Sun 25th Feb: New Mills & District Railway Modellers at Chapel en le Frith Leisure Centre, Long Lane, Chapel en le Frith SK23 0TQ. www.nmdrm.co.uk

Sat 24th & Sun 25th Feb: Lincoln MRC at Newark Showground NG24 2NY.
<https://ladmrc.wixsite.com/ladmrc>

Sun 25th Feb: Ilkeston (Woodside) MRC at Trowell parish hall, Stapleford Road, Trowell NG9 3QA.

Sat 3rd & Sun 4th March: Mansfield St Peter's Model Railway Group at St Peter's Church Centre, Church Side, Mansfield NG18 1AP. www.mansfieldmodelrailway.co.uk

Sat 17th & Sun 18th March: Nottingham MRS at Harvey Haddon Sports Village, Wigman Road, Nottingham NG8 4PB.

Sat 24th & Sun 25th March: London Festival of Railway Modelling at Alexandra Palace N22 7AY. www.world-of-railways.co.uk/shows


Sat 24th & Sun 25th March: Sheffield Model Railway Enthusiasts at Birkdale School, Oakholme Road, Sheffield S10 3DH. www.sheffieldmodelrailwayenthusiasts.com

The Gainsborough Model Railway, at Florence Terrace, Gainsborough DN21 1BE, is open to the public (1.30pm-6pm) on Sun 3rd and Sat 30th December.

For more information visit www.gainsboroughmodelrailway.co.uk.



FOR ALL THE EXHIBITIONS CHECK
www.ukmodelshops.co.uk/events



Welcome to the following new members

Mr K.A & Mrs E. Nixon, Northampton

Mr D.J. Breakwell, Hastings, Sussex

Mr G.A. Green, Muswell Hill, London

Mr S. Sherwood, Aspley, Queensland

Mr D. Stanier, Grange-over-Sands, Cumbria



Views of the King George V bridge with the lifting section raised



above: The lifting section is raised to allow a sailing barge through.

A Scrivens postcard

A close-up view of the lifting section and control cabin

photo: Bryan Longbone collection



Responses to the appeal for photo caption information



LNER class D10 4-4-0 no.5438
'Worsley-Taylor'.

The photo of no.5438 was taken at York. The engine is standing over the pit, formerly part of Queen Street engine shed, later the boiler shop of the works. The other two roads were used by the L&Y and the MR, and later the LMS. That part of the shed closed in the 1930s - the date varies according to the source. The engines were moved to York South shed on the opposite side of the main line. The area in front of the shed was used as a layover point for engines waiting to return south - there was turntable nearby. It remained a stabling point for the up side standby engine until well into the 1960s.

I believe that no.5438 is waiting for a return working to Sheffield. I think the date is post-war but before the loco was renumbered in October 1946. It was stationed at Darnall at that time. I have a particular interest in *Worsley-Taylor* as one of its nameplates adorns my chimney breast.

Dave Cousins

D11 4-4-0 no.5438 *Worsley-Taylor*. I think that this is one of our president Richard Hardy's pictures, taken at Queen Street, York. The building was the old boiler shop of the North Eastern's York Works. When the works closed in favour of Darlington it became the base for the Lancashire and Yorkshire's operations into York and the subsequent LMS which ceased using the facilities in 1933. Thereafter it was used as a relief yard for stabling engines awaiting their return workings, which included Sheffield. On the left of the picture is Joe Oglesby of Neepsend shed, one of Richard's early mentors and a very fine engineman to boot.

Richard Morton



LNER class J11 0-6-0 no.5236



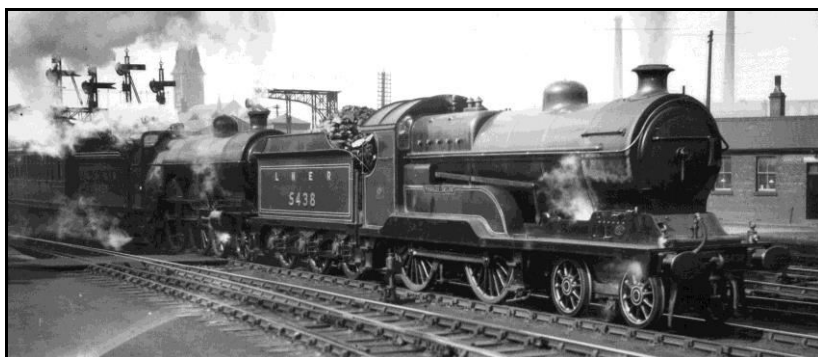
BR class O4/3 2-8-0 no
63702(or3) with a brake van.

J11 0-6-0 no.5236. This looks like Barnby Moor on the East Coast main line with a truly lengthy freight. 5236 spent time at Immingham, Tuxford and Lincoln during the 1920s and '30s.

Richard Morton

O4/3 2-8-0 no.63702(or 3). The wooden paling fence looks much like that on the J11 view, so the LNER Harworth Colliery branch? Whichever engine it is they both worked from around Staveley and Langwith Jct so could well be a Notts/Derby colliery branch. I would be very interested to know!

Richard Morton



LNER D10
no.5438
'Worsley-Taylor' and C1
no.4420 leave
Guide Bridge
with an up
express.

photo:
W.H. Whitworth

GCR Rolling Stock Trust event at Ruddington by the Editor

A well organised event was held at the Ruddington Heritage Transport Centre on Sunday 17th September 2017, the highlight of which was the unveiling of a war memorial plaque attached to the chassis of the magnificently restored MS&L 6-wheeled carriage no.946.

A small marquee had been erected alongside the carriage for the ceremony. Guests were welcomed by Roger Penson of the GCR Rolling Stock Trust, prayers were said by the Vicar of Ruddington, Revd. Andrew Buchanan, a eulogy was given by Ken Grainger of the GCRS, and the unveiling of the plaque was performed by Col. Roger Merryweather. The ceremony was concluded with the playing of the Last Post and Reveille by a member of the Robin Hood Corps of Drums and Bugles, who had also provided a musical accompaniment to the arrival of the VIPs before the ceremony.

Guests were given a ride from Ruddington Fields to Loughborough and return, the train being hauled by 0-6-0ST *Whiston*. Despite its small size the loco gave a credible performance with the heavy train. Other items of rolling stock in the care of the GCRST could be inspected and the hard work being put into their restoration appreciated.

Other attractions to be enjoyed on site included the Nottingham Area Bus Society's collection, the NSMEE miniature railways and the model railway layout depicting Ruddington in the BR steam era.

The Trust is keen to welcome new members to its band of volunteers. More information can be found on their website at www.gcr-rollingstocktrust.co.uk or by e-mail: gcrrollingstocktrust@live.co.uk.



The plaque is revealed by Col. Roger Merryweather with Roger Penson on the right. photo: Jan Zientec



above: MS&L carriage no.946 stands in the sunshine alongside the marquee before the ceremony.

below: The war memorial plaque dedicated to the 'fallen and injured' of the GCR. photos: Bob Gellatly



Extracts from the eulogy given by Ken Grainger at Ruddington



Pte William Fantham

Private William Fantham of the 1st, 5th Leicesters, former platelayer at Quorn & Woodhouse, died on May 8th 1916 when on a mining fatigue. The enemy detected the sap that he and his comrades were tunnelling and blew it in on them.

Thirty one year old **Private William Cope**, a New Basford carriage cleaner from Cavendish Street, Sneinton, employed by the Great Central from August 1911 until in September 1914 he joined the 11th Northumberland Fusiliers. He was killed on 7th July 1916 when, following the repulse of the Fusiliers attack on Bailliff Wood, Contalmaison, he attempted to go back and help a wounded comrade. His wife, Mary, took over his duties at New Basford, the Great Central's first female carriage cleaner and was kept on after the war.



Pte William Cope

Ypres bells at Quorn & Woodhouse by Jan Zientec

Those visiting Quorn & Woodhouse station on Sunday 10th September were met by the sight of two WW1 era lorries carrying eight bells between them. The bells had been cast in Loughborough for St. George's Memorial Church at Ypres which had never had bells installed. They set off from the John Taylor and Co. bell foundry to the chiming of the Loughborough War Memorial Carillon and to speeches by the Mayor of Charnwood and other local dignitaries. The bells were carried on the back of WW1 Denis and Thornycroft lorries to Quorn and Woodhouse Station yard, when, after posing for pictures the two lorries were driven onto a low loader for the journey to Ypres.



The Ypres bells at Quorn.

photo: Jan Zientec

A model of 'Director' no.505 Ypres by David Simkins

My model of Ypres is a 1/5th size fully working loco and runs on 10¼" gauge track. It was designed and adapted from the original Gorton drawings. (Incidentally the NRM only have the D11/2 so I designed it back to an English version!) It depicts no.505 in 1923/4 condition after the tender swaps with the Lord Faringdons and carrying full GC passenger livery.

She is 12' long, 2'9" high and weighs approx 15cwt. Her driving wheels are 16" in diameter and are driven by two 3.5" x 5.5" cylinders. She is superheated and has a working pressure of 150psi.

Inspiration for this loco came from my father, Neil, who was an apprentice at the 'Tank' and worked on no.506 when she was restored for the National Collection.

I visited the town of Ypres some 20 years ago to see the 1st World War cemeteries. I would have loved to make *Valour* as a tribute to the war dead but had always wanted a 'Director' after seeing no.506 at Loughborough as a boy, so Ypres it is! She has taken twelve years to build and was completed 100 years to the day of the start of the 3rd battle of Ypres.

My fascination with the 'Directors' comes from their unique styling and their size and presence, from the highly visual frame plates to the wide flowing valences with their brass edging. I hope my loco has captured these shapes, colours and beauty.



In memory of the fallen at Ypres.



David Simkins' model of no.505 'Ypres' outside the 'loco shed'. inset: A test run through Guide Bridge.

Scunthorpe Goods Office – scuttling 'n' scratting by Bryan Longbone

When news filtered through to our railway group here in Scunthorpe that the LNER-built Goods Offices were to be demolished, a swift request was made via Steve Thompson through to R.P. who offered to show us inside. Steve is the last member our group that works on the railway.

The result was that five of us met up with R.P. and another Network Rail lad on the afternoon of 3rd March earlier this year outside the long since empty Goods Offices. R.P. had the keys to access the place. The original (opened in 1929) function had long since ceased – presumably when wagon loads and/or Beeching cuts occurred. But after that there was a model railway layout upstairs for signal training. More recently, after Frodingham Diesel Depot closed, a few remaining drivers had a mess room here. They worked the coal shuttles to and from the coal handling plant from the exchange sidings but after the train drivers on the arriving trains started to carry out this duty the local lads were not required and the place went into stasis.

So what did we find? Paperwork scattered on the floor, all of which was very much routine fare consisting of incidents that occurred during the movement of goods which required investigation by the office and its associated networks on the railway. The often damp and dirty papers that we collected ran from 1959 to 1963 along with a few outsiders and related to about 60 incidents. Many of these had follow up record sheets attached as a mini-file, "progress reports" as they used to call them. In addition there were quite a few wagon labels in the mix. In addition to these incident reports we also found blank and used wagon labels and more recent circulars relating to safety ,drug addiction and other staff "issues".



LNER goods office and weighbridge hut at Scunthorpe when built in 1929.

photo: LNER official

14 instances were noted of disparities of scrap metal weights where the weight recorded on the wagon sent to Scunthorpe's various steel works differed to that recorded by the works on arrival - often a few hundredweights in say 12 ton or so. The complaint would then come back to BR via the Goods Offices, who would go back to the sender and follow it up. Scrap itself arrived from various locations eg Preston, Hull, Sheffield, Skegness (really?), Tottenham, Stockport and Cleckheaton.

On the departures side, destinations of often quite small loads (by contemporary standards) of steel are recorded off works load sheets sent through to the Goods Offices. September 1959 saw 23 tons of ductile steel billets to Willenhall, similar quantity of billets to A. Lee at Meadowhall, 7 tons to RT&N at Stainbridge (*Stalybridge?*) station, 36 tons to G. Manman in Hull and 38 tons to an undecipherable destination on the former L&NW for J.B&S.W. Lee. Also in October 1960 pit props were sent for Kirkby Colliery from App-Frod works to Kirkby-in-Ashfield via Swinton.

The Redbourn Works here at Scunthorpe were progressing with a large extension and development at the time. Sir Robert McAlpine & Sons were the leading contractors. Tracking of items was made and non-deliveries and complaints were recorded. For example, a wagon originating from the Beeston Boiler Co. running via Swinton arrived at Redbourn Works with some contents lost. A hole was found in the bottom of the wagon.

Coming down to the small stuff one sees the sheer number of items that the railways carried – this is prior to motorways, one-man road delivery vans and a whole host of road based activities pushed forward via the Road Haulage Association along with the use of "brown envelopes". Damage to such goods, along with theft, were very much the main factors when reports were made to the Goods Offices. Some broken pottery came through from Hornsea Pottery for the Scunthorpe Co-operative Society; Charlie Speed's Shop received a damaged "Norman" motor cycle; a carton of 24 jam preserves out of the Nelson Preserving Co. of Aintree was knocked and damaged when received by the local Woolworths; the local Healthfood Stores got a broken bottle of corn oil; and a 1 gallon tin of Elsanol fluid from the Sanitas group of SW9 in London was received empty, there being a hole found in the tin. Such were the more mundane matters dealt with by the Scunthorpe Goods Offices.



The Goods Offices in the late 1960s. On show are a Reliant Regal van, an 1100 and a Mini. What was the function of the covered lean-to behind the 1100?

photo: B.D.Parker

Theft somewhere in transit cropped up in this period, though how frequently it went on is unknown. One case of two dozen shirts bound for the local Woolworths, a carpet from Cyril Lord's in Belfast to be delivered to a Mr White of 1 Cross St. in West Halton, being two examples. More damage was done to another carpet, some more shirts, a baby pram, a weighing scales from Avery's in Sheffield and of note, a gallon bottle of weed killer from Boots Pure Drug Co. was "broken in our shed" at Doncaster when moved via pallet – a powerful smell arose and the bottle was thrown away.

One wagon label with local interest, dated 1962, was for iron ore landing through Bidston Dock on the Wirral. The concentrated ore had been carried by the *Cape Franklin* vessel from Liberia and was destined for the Redbourn Works. The route was via Arpley and Dewsnap with the train possibly dropping off some wagons (Lancashire Works at Irlam possibly) as the ore is high in iron and would be used as an oxidising additive in the basic open hearth steelmaking process. Quite a few of these wagon labels were lying about.



Google Earth view showing the Goods Offices alongside the now lifted western curve to the NLLR. Brigg Road bridge is at the bottom of the view. (See photo on p37.)

So you get the drift. If matters proceeded as planned then no record would crop up. Only if something went wrong was there a reason for noting, logging, processing and solving, with sometimes compensation as a final result. These would keep a clerk or two constantly busy, in addition to the routine tracking of the many deliveries to and from the local iron and steel works. Instances of this latter shows ingot moulds being sent to Redbourn from the Head Wrightson Foundry via Stockton South on Teeside as well as short weight of plate iron from Consett for Lysaght's Works here at Normanby Park.

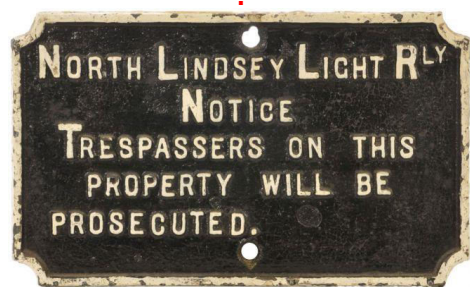
Much more was listed and worked on. One could state that over very many Goods Offices of major arrival/departure centres a great deal of paperwork was gone through in the processing of the routine and the non-routine, as exemplified above in a very small way. Even down to the local village station (I have much on Habrough in the GCR 1900-1903) such routine recording has provided material from which much can be gleaned of railway and local social histories. So get scuttling as and when you can!

Some recent items from Great Central Railwayana Auctions

Auctions will take place at Stoneleigh Park on 2nd December 2017 and 3rd March 2018. See www.gcrauctions.com for details.



LNER shedplates, LANGWITH and ANNESLEY. This style of plate was fixed in the cab roof and carried from the mid-1920s to early BR days. Enamel, 9¾"x1½", minor chips at fixings. Sold as separate lots but both fetched same price of **£980** each.



A North Lindsey Light Railway (NLLR) cast iron trespass sign. 20"x11¾", the front repainted. **Sold for £720.**

A GCR cast iron trespass sign incorporating the unusual wording 'NO ROAD'. 21"x12", in original condition. **Sold for £400.**



A smokebox numberplate, 63868, from BR class O1 2-8-0. Built in 1919 by NBL for the ROD. Entered LNER stock in 1927 as O4/3 no.6625. Rebuilt as O1 in 1945. Withdrawn in 1965. **Sold for £340.**

A worksplate, 'NORTH BRITISH LOCOMOTIVE Co, QUEEN'S PARK WORKS, Nº22225, 1919'. Carried by a Robinson 2-8-0 built 1919 for the ROD. Entered LNER stock in 1927 as O4/3 no.6637. Withdrawn as BR no.63888 in 1960. **Sold for £300.**



A BR(M) totem sign, NAVIGATION ROAD, from the Manchester South Junction and Altrincham line. **Sold for £1,400.**

A BR(M) totem sign, WARRINGTON CENTRAL, from the Cheshire Lines route between Manchester and Liverpool. **Sold for £800.**

On Great Central lines today

by Kim Collinson

Engineering work has been taking place between Penistone and Clayton West Jn over the weekends of the **15th-17th and 22nd-24th September** with 66507/66542 and 66506/66537 in use on the first weekend. They worked from Doncaster passing Penistone at 00:03 on the 16th and at 17:30 on the 17th while 66515/66585 passed Penistone at 23:42 on the 22nd. A replacement bus service was in operation between Penistone and Huddersfield and return over those dates.

Saturday **16th September** saw steam loco 60163 *Tornado* pass through Guide Bridge at 19:39 working an excursion from Carlisle to Tame Bridge Parkway.

Although Colas class 56s do occasionally appear over sections of the GC, usually on engineering trains, they are rarely seen on commercial freight workings but on the **21st September** 56096/56105 worked the 03:18 Lindsey to Preston bitumen tanks via Scunthorpe.

Wednesday **27th September** saw a test train from Derby to Doncaster which passed through Penistone at 01:40 worked by 73951/73952. Then the following day, **28th September**, they worked back to Derby traversing the following GC/Joint lines: Hatfield to Kirk Sandal, the SYJnt via Maltby to Shireoaks and back to Doncaster, Mexborough, Thrybergh, Woodburn Jn (03:27), to Deepcar and return, Beighton and Derby.

Monday **9th October** saw the commencement of the RHTT leaf fall services with the Penistone branch covered by a pair of DRS Class 66s. The first train passed Penistone at 23:55 worked by 66429 and 66432 which on arrival at Barnsley then headed north to Skipton. The routes between Barnsley and Sheffield and to Grimsby and Worksop are still covered by pairs of Class 20s as on the **18th October** when 20302/05 were observed at Stainforth en route to Grimsby.

The last operational Class 31 to be used on Network Rail infrastructure trains, 31452, made a rare appearance at Mexborough on the **4th October** working a train of PNA wagons from Chaddesden to Booths at Rotherham for scrapping. It passed Mexborough at 12:27 en route to Doncaster to run round and returned through Mexborough again at 13:21.

This autumn there has been an increase in freight movements through Scunthorpe with new flows running from the closed Kellingley Colliery to Killingholme with spoil (3 trains each weekday), Peak Forest to Killingholme with limestone aggregate (1 train each weekday) and Collyhurst Street (Manchester) to Scunthorpe with domestic waste (2 trains a week). Imported coal movements from Immingham to Drax have also increased to 3 trains each weekday. Finally there is also a weekly movement of coal hoppers between Scunthorpe CHP and York and return for stabling and repairs. Traffic through Worksop continues to decline - on some days this autumn only one coal working from North Blyth to Cottam and return empties have passed through. Other traffics to be seen are the gypsum services to Tonbridge, Acton and Ferrybridge, and the occasional flyash movements between West Burton and Earles sidings at Hope.

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: kimcollinson1949@gmail.com.



Colas Rail no.56078 pulls away from West Burton power station with empty tanks for Lindsey oil refinery on 29th June 2017.

photo: Alan Burkwood



above: GBRF 66722 'Sir Edward Watkin' passes Mexborough Jn with a Rotherham-Felixstowe intermodal on 12 Sept. 2017. The single line to Kilnhurst and Aldwarke goes off to the left. In the past the lines towards Wath quadrupled at this point and the Kilnhurst line was double-track with sidings alongside, all controlled by Mexboro No.2 box located to the left of this view.

below: DRS 20305+20302 head towards Scunthorpe station with the RHTT on 27 October 2017. These trains soon acquire a coating of grime thrown up from the track when the spray is operating. Viewed from Brigg Road bridge looking east. There are just over two miles of quadruple track extending from Santon to Scunthorpe station. Part of the iron ore storage and blending plant at Santon can be seen in the distance.



The CLC at Widnes - some thoughts

by George Huxley

The main line of the CLC linking Liverpool Central and Manchester Central was laid out in an almost straight line between Garston in the west and Trafford Park in the east. A loop at Warrington to the south of the direct line enabled trains to run through Warrington CLC station. A similar loop through Widnes extended from Hough Green Jn at its western end to Widnes Jn at its eastern end. The geographical details are made clear in the MR Distance Diagrams, Sheets 17 and 18, dated 1914.

According to John Gough in his *The Midland Railway A Chronology* (R&CHS 1990) p204, the Widnes loop at its eastern end opened from Widnes East Jn to Widnes for goods traffic on 3rd April 1877 and to passengers on 1st August 1879. At the western end, the line from Widnes to Hough Green Jn opened for goods on 1st July 1879 and to passengers on 1st August 1879. Until 1880 there was a triangular junction at the east end of the loop with a west facing connection from Widnes West Jn to Widnes South Jn.

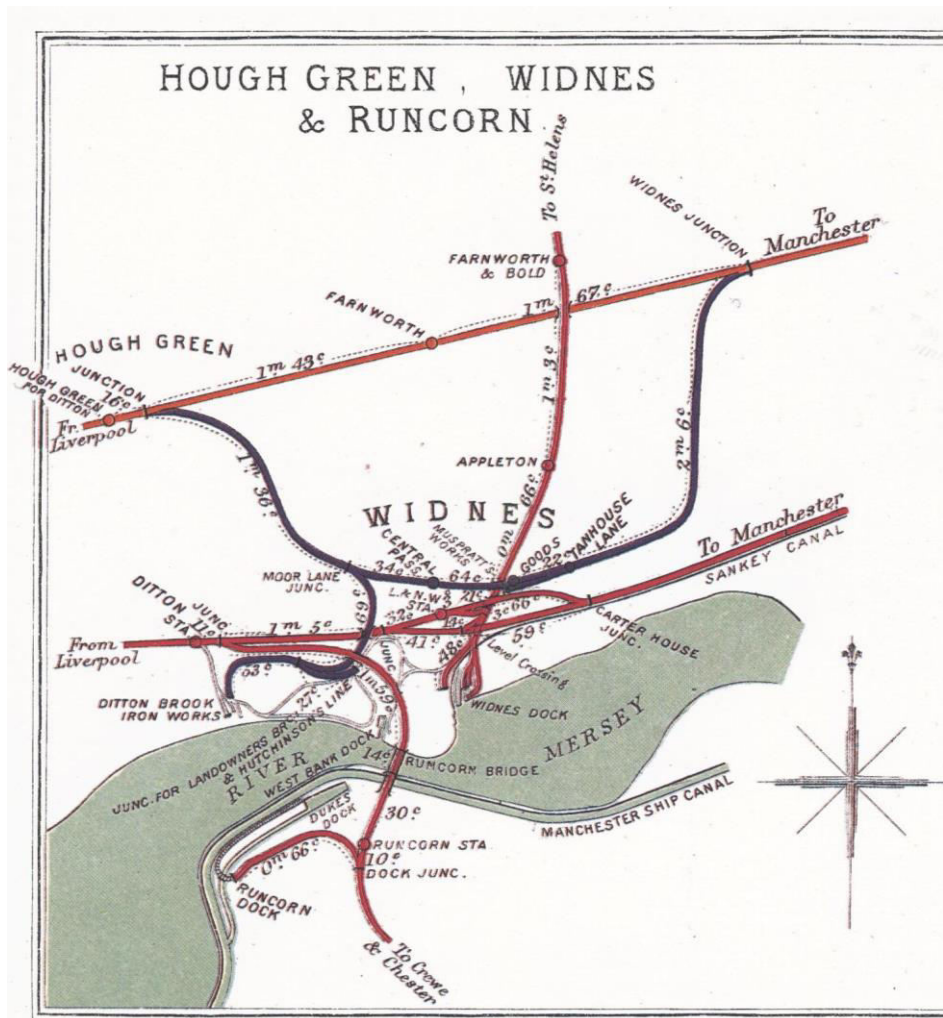
Many maps treat the Widnes loop as though it were part of, and constructed by, the CLC, but in fact the builders were the MS&L, predecessor of the GC, and the Midland, as is made clear both by Gough's *Chronology* and by the MR's Distance Diagrams.

The three participants in the CLC were the MR, the MS&L and the Great Northern. Why did the GN not contribute to the Widnes loop? I am not certain, but it is clear that the GN authorities from time to time doubted that participation in the CLC had brought them much benefit in return. It is recorded that in 1875, that is some time before the Widnes loop was constructed, Watkin of the MS&L had discussed with Oakley of the GN the possibility of a transfer to the Sheffield company of the GN interests in the Cheshire Lines, but no progress was made and in consequence at the Grouping the LNER's interest in the CLC was twice that of the LMS's. The proposed transfer is mentioned in the fine biography of Sir Edward Watkin by David Hodgkins *The Second Railway King* (Merton Priory Press 2002) p402.

Did the prospect of greatly increased goods and passenger traffic at Widnes cause the MS&L and the Midland to go ahead with the construction of the loop without the GN?

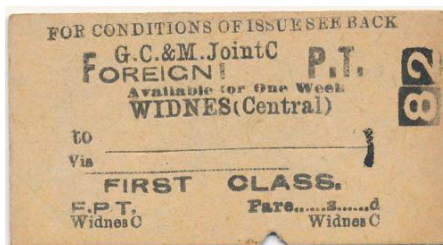


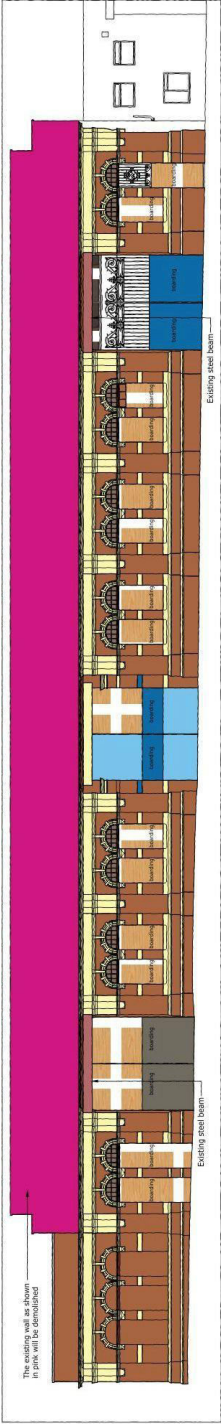
Tanhouse Lane was the other station on the Widnes loop just a mile east of Widnes Central. This view is looking east with the 2-road engine shed on the left (closed in 1955) and the station in the distance beyond the signal box and Tanhouse Lane level crossing. The station closed in Oct.1964 and the line was closed as a through route in Dec.1964.
photo: unknown



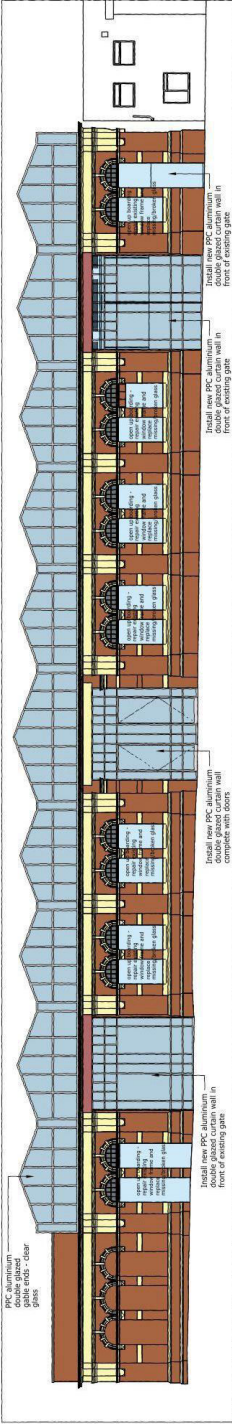
1909

The RCH map dated 1909. Today there is no Widnes loop and the station at Farnworth bears the name of Widnes.





OLD STATION - Existing Front Elevation



OLD STATION - Proposed Front Elevation

Redevelopment plans for Leicester Central station



The station façade.



The parcels office.



The car park.

Architects submit plans for former Grand Central Station and factory

BY DAVID OWEN

Plans have been submitted for hotels, offices and a new public square on a historic city centre site.

Leicester architects Stephen George and Partners has unveiled its vision for the former Grand Central Station and Stibbe factory site.

The firm has submitted proposals as part of a detailed application to the city council.

It is being billed as a "big boost" to the Connecting Spaces regeneration project.

John Morley, of Stephen George and Partners, said:

"Leicester city centre is undergoing widespread transformation, with regeneration projects in the cultural, business and waterside quarters.

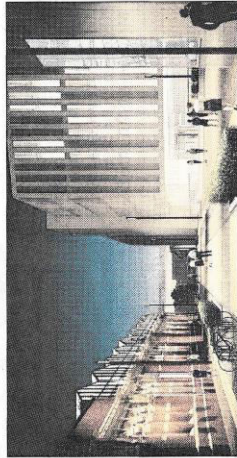
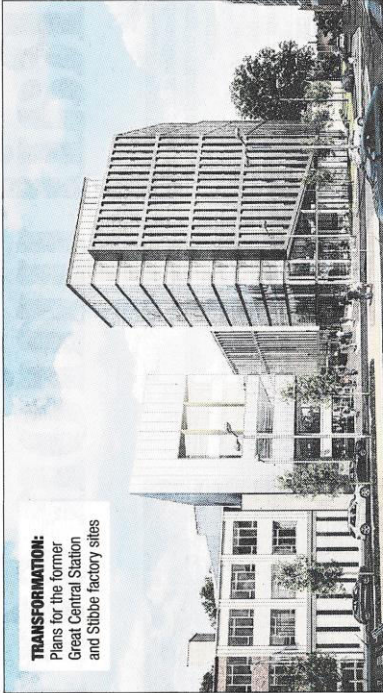
"The station and Stibbe sites represent an important part of the city's heritage.

"Having lain neglected for so long, the masterplan we have designed with the landowner - Charles Street Buildings - breathes new life into the area, with new buildings and a public space which will add to Leicester's developing sequence of squares."

The former Stibbe site will be redeveloped as a 43,000 sq ft of office block, together with a 152-bed Novotel hotel and 100-bed Adagio "apartment hotel".

Council to rule on plans for city site

TRANSFORMATION:
Plans for the former Great Central Station and Stibbe factory sites



"The architects have also unveiled plans to revamp the station while preserving its glass canopy and front facade.

A spokesman said: "At the heart of the proposal is a new traffic-free public space, which will include part of Great Central Street, so the refurbished station becomes integral to the development."

"The masterplan involves creating a pedestrian "super-

crossing" of Vaughan Way linking the development directly to the city centre.

Highways bosses intend to create the crossing so pedestrians can safely navigate six lanes of traffic on the inner ring road, near Highcross shopping centre.

The city council has said the work will take place in conjunction with developers and will be similar to the one that

continuation of this route to the Great Central Station - provides a key link between the city centre and the Waterside Regeneration Area."

Earlier this year, members of the public were given the chance to view a spectacular Roman mosaic from the remains of a grand house discovered under the former Stibbe factory.

More than 3,000 visitors saw the work carried out by University of Leicester archaeologists during April and May.

The mosaic has since been lifted and moved to a safe location for further conservation work.

Mr Morley said: "The development of this site, with the pedestrian super-crossing of Vaughan Way - and the con-

already spans the inner ring road near Leicester railway station, at the top of Granby Street.

The readers' forum

from James Savage, Twickenham, Middlesex

Forward 192 p40: letter from Mike Kinder re. loco changes at Leicester on last day of GC.

In response to Mike Kinder's letter relating to the changes of locomotives at Leicester Central in the early hours of Sunday 4th September 1966, I believe that I can provide some clarification on the mystery that surrounded the final nocturnal operations there.

When I read Mike's comment, *'somebody out there must have the first hand knowledge needed to confirm what actually happened on Leicester station that night!'* my first thought was yes, I should know that, after all, my three friends and I were there having spent the previous 24 hours travelling on as many of the last trains as was possible and waiting for our final train home, the night mail to Marylebone. However, the fatigue we were suffering had begun to bite in those small hours and last year while arranging a commemorative tour over 26 hours on the very 50th anniversary for those of us who were able, I became re-familiarised with my own archive which is recalled as being somewhat patchy for that period of the night. Nevertheless, one of our 'four', my good friend John Spencer, has been able to retrieve his meticulously recorded and perfectly preserved notes from which we can now provide, hopefully, a definitive picture of what happened at Leicester.

Our loco, 44984, which had brought us from Marylebone on the 10.45pm Marylebone-Manchester (Leicester scheduled 1.05am - 1.10am, actual 1.31am - 1.42am), was indeed uncoupled at Leicester Central (the RCTS report being correct) and was replaced by English Electric Type 3 D6800, which had been waiting in one of the north facing bays, presumably having brought in the 6.58pm York (5.40pm ex-Scarborough?) to Swindon. Then 44984, still carrying its wreath on the smokebox door, took the following 10.35pm Swindon-York (Leicester scheduled 1.38pm - 1.48pm, actual 1.44am - 1.56am) as far as Nottingham Victoria with Driver Jim Spibey and Fireman John Hildred in charge.

To complete the sequence, the loco that had brought in the 10.35pm Swindon-York at Leicester, a Hymek no.D7012 from the Western Region, took over the 10.20pm York-Bristol (Leicester scheduled 2.08am - 2.23am, actual 2.06am - 2.24am) which had arrived behind 44858. This 'Black Five' would then become the last steam loco to work a train on the London Extension when it took over from English Electric Type 3 no.D6753 on the following 10.50pm Manchester-Marylebone mail at Leicester, the third loco on this train.

Even then there was one last engine change to come, and as if in recognition of the place that Woodford Halse occupied in the story of the Great Central it was perhaps all too fitting for the yard at Woodford to host the very final changeover. The last operation there was witnessed at just after 3.30am when 44858 was uncoupled and Sulzer D5089 backed on as the train's final loco. As we drew in to the station platform behind D5089, we watched as 44858 set off light engine for Banbury shed.

It was then a non-stop run for us back to Marylebone and all four of us were unable to resist the unforgiving fatigue, aided in no small part by the cosy compartment and the repetitive throb of the diesel. Our arrival at Marylebone brought to an end the marathon of journeys that had begun with the 3.40am Newspapers on the same platform 26 hours earlier.

from Andrew West, Ipswich, Queensland

Forward 192 p44: Paul White's little brass box.

On the assumption that the box is a genuine GCR item, it is about the right size to fit in a gentleman's waistcoat pocket. It is the wrong shape to be a vesta case and, perhaps, the wrong period to be a snuff box. It seems possible that it is a pocket ashtray for those well-to-do types who enjoyed a cigar during their journey. The images caught my wife's eye as I was reading Paul's letter. She has an interest in little boxes like this and she agrees with my suggestion. You occasionally see "replicas" of similar items in maritime museum gift shops.

from Fred Hartley, Newark, Nottinghamshire

Forward 193: an overall review.

Having been a reader of *Forward* since the early days, I am continually surprised by how much more of interest keeps emerging, and issue 193 had, for me, some particularly surprising stories.

The Catesby Tunnel accident could so easily have cast a pall over the GCR's reputation, but equally, if the company had given more attention to the Inspector's comments on gas lighting, Quintinshill could have been a far less catastrophic accident than it was. The incident at Barnetby also seems to have been a very close near-miss.

I had not realised until reading the piece on the Australian RODs that two of them were built at Gorton and that no.2004 worked on the GCR, so should surely be included in the tally of surviving GCR locos!

Gordon Read's reminiscences of life on the Met & GC are bringing the days of steam in that area vividly to life. His grandfather must have been quite a character in that great age of the stationmaster.

Finally, I'm already waiting to hear more from Andrew West about Newton station - surely one of the most historic sites on the GCR. I have a copy of the 1871 1:500 plan, which certainly seems to show two-thirds of a standard MSLR gable-fronted station, squeezed in between the goods shed and the access road. How this relates to the SA&MR station I don't know, but it would be fascinating to learn more.

from John Holland, Tuxford, Nottinghamshire

Forward 193 p7: photo of an A3 at Catesby tunnel.

I think it is possible to work out some of the detail of the unidentified A3 in the photo. Firstly, it is an A3 (rather than an A1/A10) and it is coupled to a 1930 high-sided non-corridor type tender. From its condition, I suggest that it is post war. With those parameters, I can only find two candidates:

- No.111 *Enterprise* was at Neasden from 20/02/49 until 27/03/55, when it moved to Leicester. It was re-numbered to 60111 on 28/10/49 and carried one or other of these tenders from 1938. Its previous works visit was in November 1947. That would suggest a date for the photo from 20/02/49 to 28/10/49.
- No.60053 *Sansovino* was at Leicester from 07/02/49, fresh from Doncaster works, until 22/05/49 when it moved to Doncaster. It was coupled to the appropriate tender all its life.

The scenery suggests a summer picture, so either engine would just be possible, but one might expect a recently outshopped engine to be in a better external condition than appears in the photo. I suggest that it is therefore more likely to be *Enterprise* than *Sansovino*.

60039 *Sandwich* was too late on the GC section to be a contender, and the pre-war allocation were all A1s. The carriage is clerestory - I assume cascaded ECJS, but I have insufficient information on these to say more.

Postscript: Browsing on the Warwickshire Railways web site turned up the same photo, with a similar discussion. The conclusion that is arrived at is that the A3 is 60060 *The Tetrarch*, a Gateshead engine. If so, it raises the question of what it was doing on the GC. The link is: <http://www.warwickshirerailways.com/Iner/gcct4.htm>

from Michael Reade, Pinner, Middlesex

Forward 193 p22/23: caption to Thrumpton shed photo.

The caption is inaccurate as there are no O2s visible - the last was withdrawn in November 1963. Apart from the O4s there appears to be a K1 and an Austerity visible. The loco on the ashpits looks like another Austerity. The B1 in the photo was withdrawn the previous month.

from Lawson Little, Newark, Nottinghamshire

Forward 193 p22/23: caption to Thrumpton shed photo.

Of the two O4s on the left, only one is an O4/8, distinguished by its Gresley chimney. Also there is I think only one O4/8 in the distance, the others are all earlier versions, apart from an O1 and a WD.

from John Cosford, France

Forward 193 p22/23: caption to Thrumpton shed photo.

If you look at my description of the scene on Flickr you will see that the locos in view were "five class O4 2-8-0s, a B1 4-6-0, a K1 2-6-0 and a WD 2-8-0" plus what I took to be another WD in the far distance. Definitely no O1s or O2s!

Editor's note: I should have gone to Specsavers!

from Jeremy Clarke, Jjandjclarke@aol.com

Query: NER tile map at Marylebone

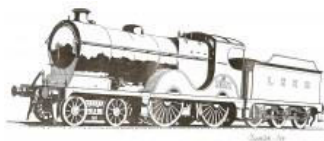
Members of the Great Central Railway Society might be able to help me in some research I have been carrying out. In October 1907 a series of photographs were taken of the various uniforms worn by GCR staff. These can now be viewed on the Hulton Getty website and a number of them also appeared in the booklet celebrating the centenary of Marylebone Station, written by Anthony J. Lambert and published by Chiltern Railways. One of these photos (in the bottom left of page 35 of this booklet) shows a passenger porter standing on the floor level platform of the parcels weighing machine. A full sized copy of this photo (the one in the book has been cropped) also clearly shows a North Eastern Railway tile map displayed on the wall behind the porter. I am trying to find out what happened to that map!

At first it may seem strange for one to be there, but it is generally acknowledged that the first to be displayed was at King's Cross Station, this now being displayed in the National Railway Museum at York. It would have first appeared there in either late 1899 or early 1900, as the first to appear at an NER station was at York early in 1900. Since the NER had close working arrangements with both the GNR and GCR it seems quite feasible that, if they let the GNR have the first example at King's Cross (for publicity purposes one presumes), they would also let the GCR have one (possibly the second one to appear) for display at the new station at Marylebone.

The one from King's Cross has a significant spelling mistake on it, which does not appear on any of the other NER tile maps still in existence, which helps to confirm that it must have been at least one of the first produced.

So far I have consulted Network Rail, George Dow's books about the Great Central Railway, Donald Wilson, a past, long time station master at Marylebone and Adrian Shooter, who initiated a number of changes at the station, but none have been able to help me. I have been trying to find a plan of the internal layout of the station to see where the parcels weighing machine was located or other photographs which might show the tile map on display, but have had no success to date. Maybe the map is still there, covered over by a 'false wall' at the back of one of the newer retail units now in the station.

My research concerning these maps has uncovered information about them which was not previously known, even in railway circles, and some information has come from the most unlikely sources. Your help would be greatly appreciated.



Rear cover photo caption

BR class J11/1 0-6-0 no.64392 at Tuxford shed on 28 July 1957.

One of Robinson's best known and most successful designs was the GCR class 9J 0-6-0 goods engine. They were built from 1901 to 1910, totalling 174 in all. Their nickname of 'Pom-Poms' derived from the sound of a quick firing gun used in the Boer War. A small number saw service abroad with the ROD towards the end of WW1. The LNER classified the class as J11.

The only major rebuilding was by Thompson in 1942 with the fitting of new cylinders with long travel piston valves similar to those used on the J39s. The rebuilds were classified as J11/3 and were recognisable by the piston valve covers below the smokebox and the higher pitched boiler. Those not rebuilt were classified J11/1. The programme was terminated in 1951 with 31 having been rebuilt. Withdrawal commenced in 1954, with no.64392 surviving until 1958 and the last was withdrawn 1962.

photo: A.R.Goult

