

FORWARD



Journal of the Great Central Railway Society

No. 150

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Front cover caption

LNER class C4 4-4-2 no.6090 at Aylesbury with an express for Marylebone on 22 June 1935.



The Journal of the Great Central Railway Society

No. 150 ~ December 2006

Contents

Editorial	2
Notice of the 2007 AGM	3
New Members	3
Great Central Railway on the Internet	3
Autumn GCRS Meeting reported by Paul White	4
GCR Memorial Roll of Honour reported by Bob Gellatly	5
Barracks Boy by Clive Boardman.....	6
Along Cheshire Lines - part 1 : Manchester to Altrincham by Ken Grainger ..	10
Memories of Godley and Stalybridge by Roy Harrison	14
MS&L Goods Train working over the L&Y from Brian Wainwright.....	15
The Aylesbury Accident of 1904 by David Reidy	16
Members and their models - Finmere by Doug Tantrum	19
Some thoughts on London Express services over the years by David Bodicoat	20
GC Today by Kim Collinson	24
Book Review by Geoffrey Hughes	25
More thoughts on Aylesbury services by David Wrottesley	27
David Anthony Peart 1934-2006 An appreciation by Howard Turner	30
Hyde Road Station by Brian Wainwright	31
Footplate memories of Aylesbury Loco - part 1 by Jack Turner	33
The GCR (Loughborough) page by Dennis Wilcock	36
Readers Requests	37
Readers Forum	37
Meetings Diary	back cover

Editorial by Bob Gellatly

With a pension lump sum burning a hole in my pocket in September, I thought it would be the right time to acquire some railwayana. I don't like this word but at least it sounds better than the American equivalent - 'railroadiana'. I mentioned this to my wife, who was quite happy with my estimate of about £80 for a cast iron sign. So I started searching the internet for prices of items sold recently at auction houses that specialise in railwayana. I then realised I was a bit out of touch with current prices and had to up my estimate to £200. Surprisingly my wife was still happy with this. I decided to go for a cast iron trespass sign from the 'South Yorkshire Joint Line Committee' listed in the catalogue for Talisman Auctions at Newark. The position of the item in the list meant that it would come up in the morning session. This meant that a morning at the auction could be traded off against an afternoon of shopping in Newark, so the wife was happy.

We arrived at the venue in good time to view the lots. Other cast iron items of interest included the GCR, GW&GC Jnt and CLC. There was also a large wooden canal sign from the GCR which must have been quite rare. When the auction started, the bidding was quite brisk. My limit of £200 was beginning to look inadequate and so it proved. The SYJntR sign went for £270. However this paled into insignificance when 3 uniform buttons sold for a total of £2,400.

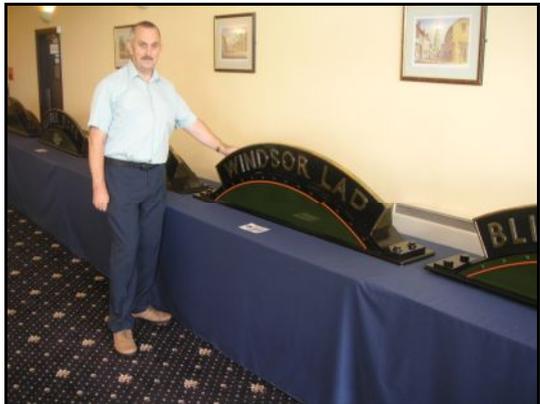
This set me thinking about the amount of money that people spend on their hobbies and interests (not just railways, of course). Everyone has the right to choose how they spend their own money, but at the end-of-the-day are not people more important than things? We need to keep a sense of perspective. There are many 'good causes' competing for our donations, particularly at Christmas time when we tend to be at our most generous, so please don't ignore them.

Back at the auction, to compensate for my lack of success, I bought a 41A shedplate from one of the trader's stalls. With the 'A' painted over this will become our house number. There was also a display of A3 loco nameplates along with an original painting by Malcolm Root of an A3 passing Retford. Altogether it was an excellent venue and I was impressed with the organisation of the event. Roger from Talisman Auctions has kindly sent some information about this auction house and it is included in this issue.

Returning to GCRS affairs, the Autumn Meeting took place on 5th November and the Presentation of the Roll of Honour took place on 10th November, both at the Royal Victoria Holiday Inn at Sheffield. Reports of both events are in this issue. Despite the efforts of all concerned, the visit of GB Railfreight 66715 Valour to Marylebone on 11th Nov. could not be arranged.

In this issue we continue to look at the services on the Met & GC Joint which were highlighted by David Wrottesly in the last Forward. There are also items related to the lines of the former CLC.

Thank you to all readers who contacted me with their thoughts on my first issue as Editor. Your comments are appreciated. If the The Reader's Forum is anything to go by, a lot of debate has been generated by the articles in the last issue. PLEASE keep the articles, snippets, photos etc coming - don't leave it just to the regular contributors. And finally, may I wish you and your family my best wishes for Christmas and the New Year. I hope Santa brings you what you want!



John White with A3 nameplate 'Windsor Lad' at Newark.
photo: Bob Gellatly

Notice of Annual General Meeting 2007

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 2007 at the New Venture Social Club, Beeston, near Nottingham, starting at 11.00am.

Under Section 9 of the constitution, proposals for changes to the constitution, properly signed by the proposer and seconder should be sent to the Secretary to reach him no later than 31st March 2007.

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 21st April 2007.

Proposers and seconds 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
The Secretary

Welcome to the following new members

Dr P.S. Salveson, Huddersfield
Mr R.C. Woods, Stoney Stanton

Mr D.G. Howes, Swindon
Mrs H.B. Zibell, Lytham

The Great Central Railway on the Internet

Thank you to readers for submitting the following web sites.

www.goingloco.neave.com

Reminiscences and photos of the GC in the 1960s and the preservation scene by John Neave.

www.vintagecalculators.com/gcrleicester/index.html

Description and photos of the GC route through Leicester today by Nigel Tout.

<http://gcr7mm.mysite.wanadoo-members.co.uk>

Modelling the GCR in 7mm scale by Brian Wainwright.

www.signalbox.org

Everything you wanted to know about signalling on our railways has been brought together by John Hinson. The site has its own search facility so you can find any information relating to a particular railway company or a signalbox.



GCRS Autumn Meeting - Sunday 5th Nov 2006

by Paul White

The Autumn Meeting took place on a bright and breezy Sunday, November 5th, at the Royal Victoria Hotel, Sheffield. It began on a reflective note, with a wreath-laying ceremony led by members of the British Legion at the GCR War Memorial, which has now stood at this most appropriate and almost original site for three years.

Following this, we all returned to the Royal Victoria Hotel for the morning's presentation, an illustrated talk by Ken Grainger on the history of the memorial, its first re-siting within the confines of an expanded Sheffield Victoria, its unhappy sojourn below the Wicker Arches and its final triumphant re-erection in almost its original situation. What a magnificent sight it is, especially in the low rays of an Autumn sun. At least it has been spared the fate of other GCR memorials at Marylebone and Gorton Works. Ken showed slides of these two, which have sadly disappeared without trace. Other scenes showed the enormous crowds which attended Remembrance Day ceremonies in the inter-war years ; memories at the time must have been particularly raw, and as we know, the "War to end all Wars" did no such thing.

In April of this year I helped to take a party of schoolchildren to Northern France and Belgium. Ken gave some illustrations of some of the GCR employees among the fallen, at least one of whom has his name recorded at Tyne Cot cemetery, which we visited. Thousands died here in the taking of a machine gun emplacement. Those men of the GCR, 10,000 of whom fought in the Great War, left the industrial cities of the North, the rural landscapes of Warwicks and Bucks and the cosmopolitan rush of London – and 1,304 of them did not return.

The GCR memorial locomotive Valour also featured in the presentation in its role as a travelling war memorial. Beautifully turned out in every shot, this fine machine had a less than happy ending; withdrawn on December 31st 1947, the very last day of the existence of the LNER, it stood forlornly outside Dukinfield C&W works for two years before it was cut up. One nameplate happily survives as part of the National Collection, while the other was stolen shortly after its presentation to an Openshaw church. Our thanks are due to Ken for his continued efforts both on behalf of the memorial and his research into those GCR employees who made the ultimate sacrifice.



The afternoon's proceedings were of an entirely different flavour - Howard Turner's lively illustrated account of the rise, demise and rise again of Sheffield's tramway system. From earliest horse-tram days, through electrification, expansion and final demise in 1960, Howard had evocative shots and a host of anecdotes, including his failed bid to secure a tram (he could have it for nothing, but only if he took it away!) .

Luckily, while some trams were cut up to be hen-coops and others burned out by T.W. Ward, no less than five were saved by Sheffield Corporation and can now be seen at Crich, Beamish and along the sea-front at Blackpool. Now, once again trams rumble along Sheffield's streets and out into the open country – you can't keep a good idea down!

Finally, I would like to extend my thanks to Ken, Howard and everyone else who had a hand in organizing such an interesting and thought-provoking event. My only regret is that the attendance could have been so much better.

GCR Memorial Roll of Honour

by Bob Gellatly

The Rededication Ceremony for the repositioned GCR War Memorial at the Royal Victoria Holiday Inn took place on 11th November 2003. The event also saw GBRF loco 66715 dedicated as a war memorial for all railwayman - nameplates in the original Valour style were unveiled - before a privileged few experienced a short footplate ride. A report with colour photos appeared in Forward 139. All this was the culmination of much work undertaken by the War Memorial Committee of the GCRS - Kevin Curran, Ken Grainger, Stephen Gay and Howard Turner, with the active support of the hotel manager/owner Hermann Beck.



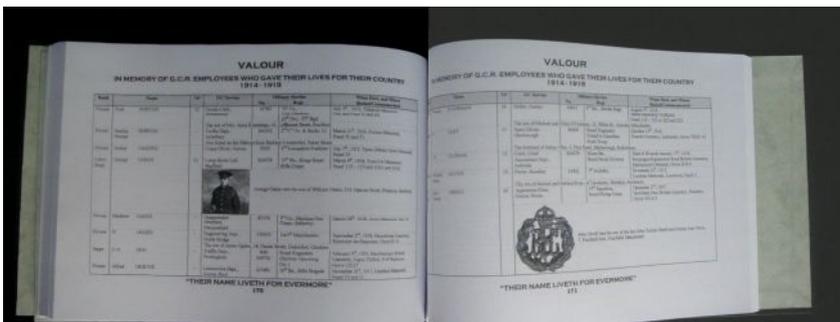
However, it was still the intention to produce a Roll of Honour in the form of a book to be displayed in the hotel. The painstaking job of researching all 1403 names has now been completed by Ken Grainger. The information is beautifully presented on each page and the display copy is bound in an attractive leather cover.



GCRS Chairman Mike Hartley accepting an archive copy of the Roll of Honour from Ken Grainger. photo : Mike Eggenton

provided by Pam Gibson, granddaughter of Arthur Waddingham, whose name is in the Roll. Archive copies were also presented to representatives of the NRM at York, the Imperial War Museum, Sheffield Archive Library and the Great Central Railway Society. Ken gave an excellent and moving short address, recounting the stories of some of those railwaymen listed in the Roll. The event finished with a lunch provided by the hotel.

The date for the Presentation was set for Friday 10th November 2006. Following the Laying of Wreaths at the War Memorial at 11am, the Presentation took place in the Assembly Room before an invited audience and with both BBC Look North and Calendar News teams in attendance. Ken presented a display copy of the Roll of Honour to Hermann Beck. This will be displayed in a cabinet



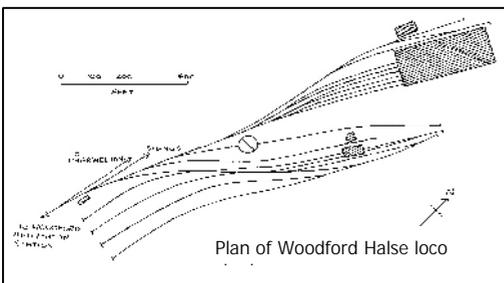
Barracks Boy

Happy Memories of Woodford Halse by Clive Boardman

If my memory serves me correctly, my transfer from the Liverpool city environs of Speke Junction (8C) to the rural charms of Woodford Halse (38E) was effected on 17th December 1956 and on that day my footplate status changed from passed cleaner to regular fireman, a bizarre anomaly in that I had never held a firing shovel! I was not yet 17 years of age, as green as grass in matters railway and, indeed, the ways of the world, my freshness of face only partly concealed by my rose-tinted spectacles. On this day too I moved into 'The Barracks' in Sidney Road, where I found myself sharing the accommodation with, among others, men of 25 or 26 years of age on loan from East Anglia, all with anything up to ten years of service and oodles of firing experience but still passed cleaners at their home depots of Norwich and Ipswich. To alleviate their suffering the East Anglian contingent had their income supplemented with a healthy weekly lodging allowance, something nobody else got.

Not surprisingly, the sudden transition from pampered doting-mother home life in Liverpool to more-or-less self-sufficient anonymity in the Barracks was quite a shock to the system, although I was never, as far as I can recall, homesick. There was nothing in the Barracks in the way of entertainment and my fellow transferee from Liverpool, Mike Murphy, seeing a nice-looking radio in a mail-order catalogue, sent off for the same and was less than overjoyed to find on receipt that the item was only fractionally larger than the average matchbox. Fiddling with the tiny dial produced the only sound we ever got out of it, that of a piano being played softly on the far side of the moon.

Our cubicles were on the top floor of the building and Mike got the idea that reception might be better if the long wire aerial could be insinuated onto the roof, an excursion I was quite happy to allow him to undertake. It was then sometime after midnight and, not prepared to wait until daylight, he exited onto the fire escape ladder and vanished skywards into the darkness. Woodford was of course a 24/7 railway community and men walking through the streets in the small hours would excite no interest whatsoever. A man clambering about on the roof of the Barracks at the same time most certainly would, however, and it was not long before more residents appeared at the cubicle door to find out what was going on! Mike reappeared with the radio, the wire snaking out of the window, and stood in the middle of the four or five individuals now present fiddling with the dial again – still only the distant piano. Someone else offered to try and, examining the radio, averred that he had 'bought a pig in a poke', an opinion which only served to deepen Mike's despondency. Seconds later the machine was accidentally dropped, the aerial wire became taut and tore the back off, spilling bits and pieces of the internals all over the floor. Much profanity ensued and, with Mike railing bitterly about 'not being able to send it back', I retired helpless with laughter to my own cubicle.



The hostel amenity block, a single-storey unit separate from the sleeping quarters, had coal fires in both the kitchen area and the residents' lounge. The kitchen area was off-limits during the day when Mrs. Read was running the show and remained so during the night when, usually, one or other of the retired Drivers, Walter Hopley, Bill Webb or Sam Young would hold the fort. The exception to the rule was when the huge Ukrainian, Luke, officiated. His duties did not weigh heavily upon him and the small hours

would often find him stretched out on the kitchen table, snoring loudly. Requests for service would meet with incoherent ramblings and gestures which indicated that self-service was in operation, i.e. come round and fry you own eggs, or whatever. The coal store for the fires was in the yard, probably less than ten feet from the kitchen door, and I used to watch in deep fascination as Bill Webb, probably approaching seventy at the time, donned jacket, overcoat, scarf, cloth cap and gloves to go out for a shovel of coal. This robing ritual occupied about five minutes and seemed to my seventeen-year-old eyes to be a cumbersome and unnecessary chore for an excursion into the night air which

might occupy thirty seconds. Now, almost fifty years on and looking back from a similar age, I can fully appreciate the wisdom of his actions. The amenity block possessed neither shower nor bath, body washes had to be carried out at the wash hand basins in full view of anyone who happened to be passing through and modesty was not an option.

A card school operated on most Saturday evenings after Mrs. Read went home at 5pm but these were summarily terminated when on one occasion Mrs. Read, returning at 8.00am on the Sunday, found the same school still going strong. She was much discomforted and made no attempt to conceal her displeasure, conveying the same with despatch first thing on the Monday morning to the Shedmaster, Mr. Edmondson, who issued an immediate written directive that gambling in the hostel was forthwith strictly verboten.

Television was very much in its infancy, black and white of course, with 9" screen the standard. I do not know of anyone in Woodford who had one at the time. There was a cinema, The Savoy, which was a regular Saturday night out, while the three pubs in the village all did good trade. Like everywhere else, some footplatemen were quite heavy drinkers but, without exception, the work that they did was never at any time compromised as a result.

A good friend in the Barracks was Llewellyn Griffiths, a lad slightly older than myself from Bangor in North Wales – his father was a Driver at Bangor shed. Unlike several of the lads in the hostel he was not courting and was someone with whom I got on easily, going into Banbury or Rugby when our respective shifts allowed, etc. Unfortunately, he came to grief on his motorcycle, breaking a leg in a collision with a van and, after a lengthy stay in hospital at Northampton, returned to Bangor to convalesce. I think I was made redundant before he was able to come back to work and I never saw him again.

Initially my own work at the depot consisted almost entirely of relieving Robinson 2-8-0s ('Tinies') off the Annesley runner service, turning and servicing them on shed and taking them out again to the down yards for northbound workings. Nevertheless, my first foray onto the main line came within a fortnight when the 'Fish' from Grimsby was running late in thick fog with K3 no.61956, which Driver Jim Adams and I relieved opposite the shed to work to Banbury. The second occasion followed very soon afterwards when I came in at 10.00am spare on shed and was put on V2 no.60877 light to Neasden with Dave Hillless – we were coupled to another engine, Standard class 5 4-6-0 no.73157, which had been delivered new to the London depot to take up duty there. I also got regular afternoon work on the pilot in the Old Up Yard - always a Pom-Pom 0-6-0. Main line work continued to come, usually special freights run at short notice, e.g. I worked a train of conflat to Calvert with a 'Tiny' and displayed my lack of experience by asking the driver, George Isham, if, returning to Woodford light engine, "some under the door would do?" "Gawd, no!" he replied, "haven't you done much? You need to keep the fire all over the box!"

I had been at Woodford for a few months and was on a Banbury pilot with the inevitable WD 2-8-0. As I climbed onto the footplate while on shed I saw someone vanishing rapidly off the other side and ran around to see who it was and why. They were two of my 'friends' from the Barracks, just vanishing behind the tender of another WD on the next road and when I opened the firedoor I found out why; the engine was coaled with briquettes (coal dust compressed and bonded into symmetrical oblong blocks) and my 'friends' had filled the box, front to back, side to side, layer on layer. Apart from a couple of flickers of flame near the front of the box, the only other sign of life was the thick glutinous green smoke which curled lazily from between the blocks. These things were the very devil to get going on the fire but, once they were going, the heat was terrific and you could not keep the engine quiet. Damper wide open and blower on did the trick and, if I remember correctly, that particular fire lasted to Banbury and about halfway back, with much blowing-off in between. I have to confess that, apart from the de rigeur filling of the back corners on wide-firebox engines, I never ever 'filled the box', partly because the ensuing period of inactivity would have bored me to tears, but mainly because of fear, the fear of suffering the same fate as the Annesley fireman of whom I heard tell. Booked to work a passenger special northwards from Nottingham Victoria, he systematically filled the box of his K3 2-6-0 on the 10-mile descent from shed to station and continued his labours while waiting in the bay for his train to arrive from the south. Doubtless he was looking forward to a cushy trip to Sheffield, expending no more energy than the passengers riding

behind him. Sadly, it was not to be; as departure time approached he was mortified to discover that the fire did not appear to be burning up and his erstwhile measured diligence with the shovel was quickly replaced by feverish endeavour with pricker and dart. Alas, several minutes of prodding, poking and profanity quite failed to produce a flicker of flame or smoke anywhere and, reluctantly having to accept that the fire had been smothered and was well and truly out, the Driver had no option but to declare the engine a failure and request a replacement. The railway grapevine is



Class K3 2-6-0 no.61843 rounds the curve at Rickmansworth with an up passenger.
photo : © L.V.Reason

nothing if not ruthlessly efficient, word of the fireman's little faux-pas got back to the shed long before he did, and his workmates accorded him all of the sympathy and understanding that would be normal in such a circumstance. Indeed, as is the way of things in these matters they were in this unstinting and continued to sympathise and understand for some considerable time after the event, one fairly typical and recurring suggestion being that if he wished to put fires out instead of keeping them going, a change of career to the Fire Service might be worth considering.

I suppose in retrospect all the ingredients for the debacle were there to be seen; a narrow-firebox engine starting from cold with indifferent freight coal heaped onto a thin firebed, the long tender-first descent downgrade with regulator closed for much of the way, damper closed to prevent unwanted blowing-off, blast on the fire minimal-----.

Speaking of filling the box, I always chuckle to myself whenever I think of a tale that Driver Walter Callow once told me. Apparently he was still a top link fireman at the age of 41 and, waiting at Banbury station with a V2 to work a train forward, his Driver looked in the box and said "I should fill those back corners, if I were you". Walter, with 26 years on the footplate under his belt, was incensed and deliberately omitted to do so, running with a thin fire all over the box. In his own words he "got the fxxxxr up and kep' the fxxxxr up all the way to Sheff'!".

Woodford water was very hard on the boilers and leaking tubeplates were a common complaint. The most extreme example for me came when I was given a 'chob' by the RSF, Frank Furness (Frank never gave you a job, it was always a 'chob!'). This was a Banbury pilot WD 2-8-0. Looking into the firebox I could see that water was pouring down the full width of the tubeplate and that the front 20% of the fire was as dead as a dodo. This would normally be more than enough to fail the engine but when I reported back to Frank he merely winked and said "Aye, keep it warm!". The Driver shrugged his shoulders and we took it to Banbury and back with water still pouring down the tubeplate, only 80% of the fire functioning and no apparent ill-effects. Another time Frank came into the messroom with another 'chob' and asked me if I could help him out. There was a Class 9F 2-10-0 on the Sheet Shop road with a low fire and too low in steam to get the injector to work – could I have a look at it? I certainly could and I knew the reason for my involvement right away. The water was out of sight in the bottom nut and I knew instinctively that the Steam Raiser had refused to deal with it in case firing the engine to generate enough steam for the injector caused a lead plug to fail. On the other hand, if a perfect patsy like me was dealing with it when the plug went, why, it could be put down to inexperience! In the event, I fired the engine, got the injector working, filled the boiler and was able to report rather smugly back to Frank that everything was now hunky-dory.

I had two fairly narrow escapes at Woodford. The first came when I had to go across to the Old Down Yard to accompany the diesel shunter there back across the main line. These engines were of course one-man operated in the yards but had to have two men on the footplate when crossing or travelling on the main line. I was in a world of my own as I crossed the yard lines and looked up to see a platelayer leaning on a shovel and smiling at me with a quizzical expression on his face. He

turned his head and nodded almost imperceptibly in the down direction. I followed his gaze and there, approaching at over seventy miles an hour and making little noise on the slight descent from Woodford No. 1, came a London express, A3-hauled and awesomely menacing from ground level. Our respective paths were convergent and a few steps further I probably would have walked underneath it! The other lucky escape came when the Barracks burnt down spectacularly one night in June 1957. Fortunately for me the fire occurred at a weekend when I had come home to Liverpool. My cubicle was situated above the drying room in which the fire was found to have started and I suspect that, had I been in bed at the time, there would have been little down for me at all.

I have to say I amassed more experience in two years at Woodford than I would have done in a decade at Speke, a steep learning curve indeed but, like Richard Hardy seven or eight years earlier, I literally enjoyed every minute of it. That I got paid for doing something I would probably have done for nothing seemed to me to be very much a bonus. It sparked off an enduring affection for the area and the ex-G.C. and I often think of those far-off carefree days, hot summers, sometimes swimming with the other lads in Byfield Pool, days out in London, bike rides round Charwelton, Catesby, etc., cold winters when overalls on the line in the yard froze solid and mists cloaked the area, ghostly locomotives moving silently and eerily through the yards...

Happy, happy days that I would not have missed for a king's ransom.



Class A3 4-6-2 no.60111 'Enterprise' with the up 'The South Yorkshireman'. Can anyone give the location?
photo © L.V.Reason

Kim Collinson reports - Recently I visited the industrial museum at Moorside Mills at Bradford and on display there was a headboard from 'The South Yorkshireman' which used to run from Bradford to Marylebone.

Editor - Do any readers know the whereabouts of other 'The South Yorkshireman' headboards?

Along Cheshire Lines

Part 1 : Manchester to Altrincham

by Ken Grainger

Perhaps sometimes we GC-types can dwell too much on what has been lost – which is certainly a great deal – to the exclusion of the riches that remain, not least on the Cheshire Lines Committee's system. True, the Great Central was only a one-third owner of the CLC, in partnership with the Midland and the Great Northern, but that can be put down to a triumph of Sir Edward Watkin's diplomacy, cashing in (literally) on the Great Northern's and the Midland's ambitions in order to subsidise the MS&L's westward extension, confirmed in the Cheshire Lines Act of 1862. Anyone wishing to dispute that the CLC was the MS&L's western extension should take it up with Sir Edward, if he dare, not me!

The CLC even looked like part of the MS&L. The stations on the Manchester-Liverpool Central main line, opened in 1873 as a result of the MS&L's Extension to Liverpool Act, reflected the steeply gabled 'twin-pavilion' style so familiar further east, and it was first the MS&L and then the Great Central which provided the locomotives for all the CLC's internal workings.



Rose Hill - the former home of Sir Edward Watkin

Glazebrook, Padgate, Sankey and Hough Green. With Manchester Central now the G-MEX exhibition centre and the former GC/L&NW joint Manchester South Junction and Altrincham transformed into the southern leg of Manchester's Metrolink, Chester trains now also depart from Manchester Piccadilly, heading south along the L&NW to Stockport before turning hard right at Edgeley Junction to reach the remnant of the CLC's Glazebrook to Godley line at Northenden Junction, beside a new-ish waste concentration depot.

Only a stones-throw from Northenden Junction's tall, brick-built signal box with its original CLC nameboard is Rose Hill, the one-time home of Sir Edward Watkin. When I last saw it, it was in course of conversion into 9 Luxury Apartments and its formerly wooded grounds occupied by rather expensive looking houses. Rather further away are the older cottages of the pre-Manchester suburb of Northenden, clustered around their handsome and substantial Parish Church of St. Wilfrid's. On the south side of the church, alongside his father and his first wife, beneath a slab of carved and polished pink marble, lies Sir Edward. His epitaph reads "Seest thou a man diligent in his business, for he shall stand before kings". Devoid of even the slightest hint of humility, it could have been written by Sir Edward himself. Perhaps it was. (It was written by Solomon as it is taken from Proverbs 22.29 - Editor)

Of course, all the CLC's termini stations are gone, as is much of the route through Stockport Tiviot Dale which once connected with the Woodhead line at Godley Junction. The long branch which meandered up to Southport - which wasn't really part of the CLC anyway, though it was always worked as such - is also history, but substantially the CLC network is still with us and thriving. Liverpool Central is now just another stop on the 'Merseytravel' network, but a fast and frequent service still runs from the through platforms of Manchester London Road (Piccadilly, if you must) to Warrington and Liverpool Lime Street, interspersed with 'stoppers' serving gems of stations such as



Edward Watkin's grave at Northenden church.



Stanier 8F no. 48088 is going well with limestone hoppers at Northenden Jct. Here the CLC from Godley (on the left) is joined by the LNWR from Stockport and Buxton (on the right), now used by Chester trains.

photo : E.Hearns (E.Johnson Collection)

restaurant, dubbed 'The Cheshire Line' (singular, incorrectly, but it's the thought that counts) and not a bad place to stop off for lunch. The building has been somewhat extended with a twoe conservatory extending onto the former platform but in all essentials it remains unchanged, its gables prettily decorated with the usual CLC riot of extravagantly fretted bargeboards. The goods yard lives on too, as a garden centre, with the former goods shed at its heart. All in all, well worth a visit.

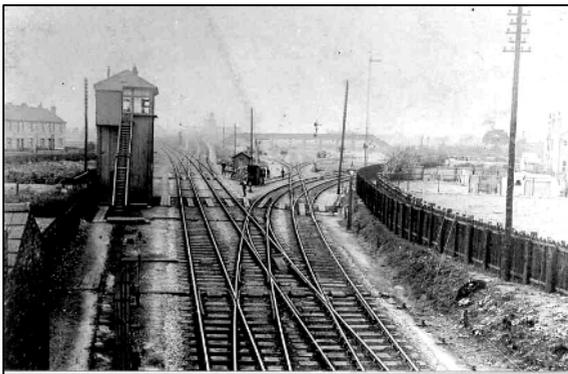
Our journey past the sites of Northenden and Baguley stations brings us to Skelton Junction, where another tall signal box once stood, its signalmen overseeing a bewildering succession of goods trains - trains going straight on towards Partington and Glazebrook East Junction for the Liverpool line or turning left for the L&NW Lymm line. The route of countless coal trains from the Woodhead line bound for Fiddler's Ferry, Altrincham, Northwich or Chester and the returning empties.

Nowadays, the Lymm line has gone completely, while just a heavily rusted single track points somewhat unsteadily towards the chemical

works at Partington, though the May '06 issue of the Manchester Locomotive Society's Mancunian advises that it does have a future - the line is to be relaid, following which, twice daily, EWS class 66s will work in from Immingham with loads of styrene monomer, whatever that is. ($\text{CH}_2=\text{CHC}_6\text{H}_5$ - Editor)

The busy line at Skelton Junction now is the one that veers to the right, then curves flange-squealingly left under the Partington line. Apparently there remains an overgrown turntable pit somewhere in the wilderness between the diverging lines. The line coming down from Skelton Junction joins the ex-MSJ&A Metrolink at Deansgate Junction, they then share the trackbed (one bi-directional line each) through to Altrincham. We could in fact have travelled by Metrolink, emerging from Piccadilly's basement station to run at street level until climbing up beside G-MEX and nodding

Both Northenden and Baguley stations are gone. They were both of that elegant MS&L 'twin-pavilion' style, but for a reminder of how picturesque they were, take a look at Cheadle, back along the remaining single line from Northenden Junction, retained for goods traffic via the former Midland line through Chinley, likewise now singled but which once carried grand St. Pancras expresses on to Manchester Central. Along with Northenden and Baguley, Cheadle's CLC station closed in November, 1964, but the building has survived as a pub and



Skelton Junction in its heyday looking west. From left to right the lines visible are to Lymm (LNW), Partington/Glazebrook (CLC), the exchange sidings and to the MSJ&A at Deansgate Jct.

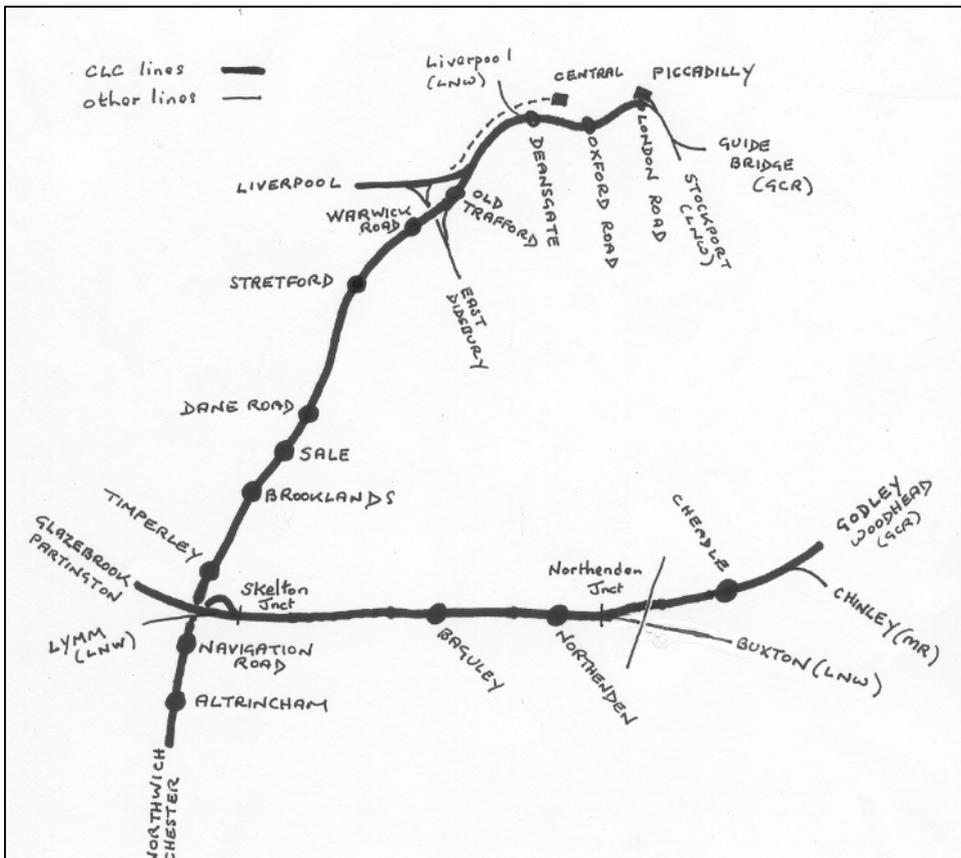
photo : J.Peden Collection



The clock tower at Altrincham is now a listed structure and overlooks the bus station. photo : Ken Grainger

familiarly to Knott Mill and Deansgate over the way, then beyond Cornbrook following the railway formation, alongside the contrasting tranquillity of the Bridgewater canal. As unstaffed Metrolink 'tram stops', the ex-MSJ&A stations are becoming quite dowdy but to the imaginative eye they still reveal traces of their former glory. Brooklands and Sale, in particular, reward a break of journey for a look around. Regrettably though, on a Sunday, we had to drive to Altrincham, the paucity of Sunday trains making it impossible to get there, as we needed to, by 10:30. Arriving at Altrincham by road does at least give the opportunity of admiring the fine four-sided clock tower with its classically pedimented top. It does look slightly incongruous at the entrance to a station forecourt now used as a bus terminal, which contrives to completely hide the station frontage, though I suppose it's a bit churlish to complain at an all too rare example of public transport integration.

To be continued...





Metrolink tram for Manchester at Sale, Feb. 2006.

photo : Ken Grainger



'Black Five' no.45407 'The Lancashire Fusilier' (name added in preservation) at Navigation Road on 1 May 2006. The line on the left is used by Metrolink trams and the line on the right by Chester trains. Both are bidirectional.

photo : Norman Spilsbury

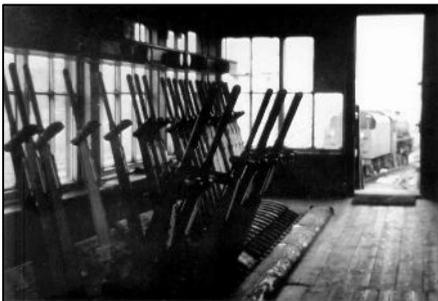
Memories of Godley and Stalybridge

by Roy Harrison.

I took these photos with my dad's camera in the 1960s when I was working as a station porter at Godley and then in the signalbox at Stalybridge.



Godley station stood in the vee formed by the junction of the CLC line from Stockport (Tiviot Dale) and the GC Manchester-Sheffield line with platforms on both lines. The CLC line was referred to as 'The Branch'. This photo is taken from the CLC platform and shows a Womersley (Northwich) - Whitmoor train standing at the section starting signal waiting acceptance by Godley Junction to the Up Sidings on the GC Main, where the train will be stabled. Godley (Brookfold) signalbox is partially hidden behind the Derby 8 no.48747. To the left of the engine is a small concrete CLC signal post which controls access to the Thru Siding onto the Down Branch Main. Just visible on the right is the door to the guard's signing on point and locker room - an ex 6-wheeler coach body.



Stalybridge is where a short branch from the MSL/GC main line at Guide Bridge made an end-on connection with the LNWR line from the West Riding of Yorkshire. In Stalybridge N^o1 signalbox, the signal lever backplates were marked 'LNWR & MSLR Joint'. Inside it was very spartan and not a nice place to work in winter. Visible through the open door can be seen a Black Five, the pilot for the GC Yard.

MS&L Goods Trains working over the L&Y

The following is an extract from a L&Y Document entitled Classification of Goods Trains. March 1896 and until further notice.

submitted by Brian Wainwright

M.S & L, CO.'S TRAINS:-

The MS&L trains running between Penistone and Huddersfield, and vice versa, will stop at intermediate stations to attach and detach through traffic only.

The Agent at Lockwood must take off MS&L trains, and transfer to L&Y trains, for conveyance to Hillhouse, wagons of coke, coal, limestone, hay, round and square timber, and deals.

4.40 a.m. Sheffield to Huddersfield will stop at Brockholes, and detach in the Holmfirth Branch Siding all wagons for east and west of Hillhouse. When there is no room at Brockholes it will take the traffic forward to Honley. The train will detach Meltham Branch, Springwood, Lockwood proper, and Hillhouse traffic at Lockwood. When conveying live stock for Huddersfield, it will work that class of traffic through to destination.

3.15 p.m. Barnsley to Huddersfield will, as far as possible, marshal the wagons on the train before arriving at Lockwood, in the following order:-

Wagons for L&Y system beyond Hillhouse and Meltham Branch, wagons together.
Wagons for Hillhouse and L&NW line and Lockwood and Springwood in front.

4.50 a.m. Mexboro' to North Dean – Conveys private¹ coal traffic from MS&L line for L&Y stations in marshal order, being assisted by pilot from Wombwell to Barnsley (L&Y). Detaches Halifax joint yard coal traffic at Horbury Junction for 5.00 p.m. ex Darton to attach.

11.05 a.m. North Dean to Mexboro' – Conveys empties for MS&L line, which must be marshalled as follows:-

North Dean and Elland :- Engine, MS&L empties, Denaby Main, Manvers, Corton Wood and Wath, Swaithe, Darfield, Mitchells, Oaks, Wharnccliffe, Carlton, East Gawber, Woodmoor, Silkstone, Hoyland, Brake.

Brighouse:- Wharnccliffe, Silkstone, Carlton, Woodmoor, MS&L empties, Denaby Main, Manvers Main, Corton Wood and Wath, Swaithe, Darfield, Mitchells, and Oaks.

12.30 am Philips Park Sidings to Wigan M² - Waits arrival of traffic for Birkenhead conveyed by 11.45pm Hartford to Miles Platting.³

The staff at Philips Park Sidings must wire Mr Williamson, MS&L Ry, Manchester goods, not later than 8.30 p.m. each night what number of wagons for GN system is being sent by the 8.35 p.m. pilot trip, so that the London train can be sent prepared to clear.⁴

¹ The meaning is not clear, but presumably coal for private customers, as opposed to the railway itself. Or perhaps conveyed in private owner wagons?

² Mondays only

³ The Wigan train is the one operated by the MS&L. The "Hartford" mentioned here is a siding on the L&Y near Oldham and not the better-known location in Cheshire. The Birkenhead traffic would have been transferred to another train at some point on the MS&L or CLC system; it would almost certainly have been routed via Northwich and Helsby. The same L&Y train also conveyed Birkenhead traffic for the LNWR route.

⁴ My understanding of this is "so the London train can be restricted to X vehicles, in order that it can take all the GN traffic without going over its load limit."

The Aylesbury Accident of 1904

by David Reidy

On 23rd December 1904 at about 3.38am the 2.45am GC express passenger train from Marylebone consisting of engine no.1040 (a class 11B 4-4-0) and ten vehicles was approaching Aylesbury Town station when it became derailed and was completely wrecked. The engine, tender and three or four coaches mounted the down platform, the engine was turned over on its right side, two coaches mounted the up platform, and the rest of the train was scattered about on the up and down lines between the platforms for a distance of some 50 yards. The fireman and two GC employees, a driver and fireman who were travelling to Gorton as passengers in the front carriage, were killed instantly. The driver of the train received fatal injuries from which he died on the following day. The guard and a dining-car attendant, who was travelling as a passenger, were severely injured and two other GC staff members were slightly shaken. There was no one else on the train.

Immediately after the derailment, the 10.20pm GC passenger train from Manchester, consisting of engine, tender and eight vehicles, arrived at Aylesbury and came into slight collision with the wreckage of the down train. No one on this train was injured.

Damage to the engine of the down train was slight. It lay on its right side across the down platform about 40 yards from the London end with its bogie wheels overhanging the left-hand rail of the down main line. The top of the engine was covered with mud, suggesting it had initially fallen on its left side and then rolled over onto its right side. The chimney was broken off and the lagging round the barrel of the boiler was torn and indented. The tender was in an oblique position behind it, overhanging the rails of the loop line on the south side of the down platform. Immediately behind the tender three or four coaches had telescoped in such a way that they appeared as one coach. Another coach was lying across the up and down lines with one end resting on the up platform. Parts of two other coaches on the up platform and the rest of the train, except for the rear brake van, were wrecked and scattered in all directions.



The 10.20 pm ex-Manchester consisted of engine no.1042 (also class 11B) and eight vehicles. Only one pair of engine bogie wheels and one pair of driving wheels left the track. The engine struck the wreckage of the down train and came to rest with its front embedded in the side of one of the carriages which was lying across the up line. The engine and front van suffered slight damage and the rest of the train was unaffected.

The permanent way was, considering all the circumstances, only slightly damaged. One V crossing was totally destroyed and a few lengths of rail knocked out of place. About 40 yards of the down island platform was torn up and the wall supporting it on the side nearest to the down line destroyed. Some of the coping stones of the platform wall were hurled into the middle of the station and the ballast forming the surface of the platform was heaped up against the station buildings. Six GWR coaches standing on the loop line on the south side of the down island platform were damaged by being struck either by the tender or by the wreckage of the front portion of the down train.

Fortunately the down train, due to its early morning departure time, was little patronised by members of the public, being mainly used for carrying newspapers and parcels. According to Dow 'the debris of the wrecked train was seasonably but incongruously littered with Christmas puddings from burst consignments carried in one or more of the vans'. Only eight people in all were on the train. Had it contained the usual day-time complement of passengers the loss of life would have been considerable.

The derailment was due to the excessive speed of the train when passing over the curve of the Metropolitan-GWR junction at the south end of the station. The junction was suitable for only a very low speed and the regulations prescribed 15mph. Speed boards were erected alongside the track at

both ends of the junction and there was a similar notice in the companies' official time-books. The Board of Trade accident report states that the probable speed of the train when it reached the curve was not less than 60mph. It was a very foggy night and this would have made it difficult for a person on board to estimate the speed as telegraph posts and other objects alongside the track would be hidden from view.

As driver Barnshaw was fatally injured, he was unable to explain his action in approaching such a dangerous curve at such a recklessly high speed. He was said to be a steady and reliable driver, a total abstainer and had a good record. He entered the GC as a cleaner in 1891, became a fireman in 1896 and was passed as a driver in December 1899. He was employed as a relief driver and had to be prepared to work any section with which he was acquainted. He had signed the usual road paper in October 1901 but apparently it did not on that occasion include the London extension as one with which he was familiar. However, in March 1904 he revised his road paper and put his initials against the Leicester-London section to show he knew it. Since that date he had never driven a train over the London section until the night of 21st December 1904 when he was rostered to work the 10.20pm train from Manchester to Sheffield. From Sheffield he was sent on with the train to Leicester, arriving there at 1.52am. At 3.3am he was instructed to take the second portion of the same train to London.

According to evidence, Barnshaw told the inspector on duty at Leicester that he would need a pilot man at Woodford, but owing to a misunderstanding it was thought that a pilot-guard was required which was provided. When he arrived at Woodford, Barnshaw felt he could manage without a pilot-driver, although he was offered a goods driver. He arrived in London at 5.24am on 22nd December. After booking off duty at Neasden at 8.00am, he took lodgings and went to bed at 10.15am. Later that day he was instructed to take the 2.45am train from Marylebone to Manchester on the following fateful morning. At Neasden shed he asked for a more experienced fireman so that he would not have his attention drawn away from the road to look after the fireman. He was given fireman Masters who had worked between London and Manchester since 1899. Barnshaw was then said to have been satisfied and more comfortable. Whereas on the up journey he had distinctly requested a pilot-man, on the down he is said to have only asked for an experienced fireman.



This Victorian post box is all that survived of the 1904 station when rebuilt by the LNER in 1926.
photo : Railway Stations UK

The Board of Trade report concludes that Barnshaw was doubtful as to his knowledge of the road between Leicester and London on both the up and down journeys and that he himself was not justified in working, and that those responsible were not justified in allowing him to work either the up or the down train between these two places without a pilot-man, especially at night and during thick fog, and that his mistake in failing to reduce speed before reaching the Aylesbury Station curve was probably due to his lack of familiarity with this section of the railway. He either forgot the existence of the curve and speed restriction at the junction or, owing to the obliteration of all landmarks by the thick fog, he failed to locate himself correctly.

All the signals were off for the train at Aylesbury, as well as at Wendover and Stoke Mandeville so that, although the fogmen were out, no detonators were on the rails and there was nothing to attract his attention or to remind him of his location. There was a 15mph speed board near the curve but this would be invisible at night or in fog and was placed much too near the danger spot to be of any practical use. It is true also that the appendix to the working time tables with which Barnshaw was supplied contained a printed notice as to the Aylesbury speed restriction but this could escape observation and would certainly have been of no use to him as he could not be expected to study the instructions and attend to his driving duties at the same time.

Lt. Col. Yorke, the accident inspector, ruled out an alternative explanation that both Barnshaw and his fireman were asleep at the time. Barnshaw had been at work the whole of the previous night and, although he had rested during the day, a second long night out of bed may have been too much for

him. But, having regard to his reputation as a careful driver and his evident anxiety regarding his duty on the night in question, Yorke thought it unlikely that he would have allowed himself to fall asleep. He had only been on duty for one hour and eight minutes at the time of the accident.

The most obvious lesson of the accident was that a junction with such a curve should not be allowed to exist on a mainline over which high speed trains were run. Lt. Col. Yorke felt it would be very desirable if the Metropolitan and GWR agreed to form an entirely new junction between their systems. Another matter of concern was the location of the 15mph speed restriction board placed about 215 yards from the curve. It should either be moved further back to where the reduction of speed should begin or else some other means should be adopted of warning the driver to reduce speed so that by the time he reached the speed board he would be travelling at the prescribed speed.

Another subject of considerable importance brought to attention by the circumstances of this accident was the need for some stringent supervision by the GCR over the signing of road papers by its drivers. Drivers were apparently allowed to sign a road paper on their own responsibility without any adequate steps being taken to ascertain whether or not they knew the road. Nor were the papers countersigned by any responsible officer of the Company. Lt. Col. Yorke recommended that drivers should only be permitted to sign road papers in the presence of a responsible officer and only after being examined by the latter as to their knowledge of the road and regulations, and the officer should date and countersign the paper and add any remarks. The same procedure should also invariably be adopted when any revision of these papers was made.



The colour postcard referred to by David Wrottesley on p.34 in Forward 149. It shows a Met Rly British Westinghouse electric locomotive of 1905 hauling a six car train along the Met/GC Joint route to Aylesbury. A Pullman car is included after the 2nd coach. On the right a GC train also heads north on the non-electrified tracks.

Members and their Models : 'Finmere'

A garden layout in 0 gauge described by Doug Tantrum

I will try to give a brief description of my layout. It started life as just a straight section about ten feet long. It then changed to a full circle about twelve feet in diameter. It then progressed to an oval shape and then to the size that it is now, all on trestles about three feet high. I had the station buildings and signalboxes made by G.R.Penzer Models and I made the platforms. All this has been over a period of nine years. The area on the other side of the layout may eventually be modelled as Woodford Halse.

The choice of Finmere came about from train spotting days cycling from Oxford to Finmere and if we were lucky spending the whole day in the signalbox (heaven!).

Unfortunately the layout is now dismantled and taken to Herefordshire in readiness for a move later this year, where I will have room in the garden to extend it further.

Rolling stock consists of :

Scratch built locos purchased

LNER class V2

LMS Black 5

LMS Jinty (bought for the wife)

Kits that I have built

Two SR 'Lord Nelson's (one for a mate)

LNER B1

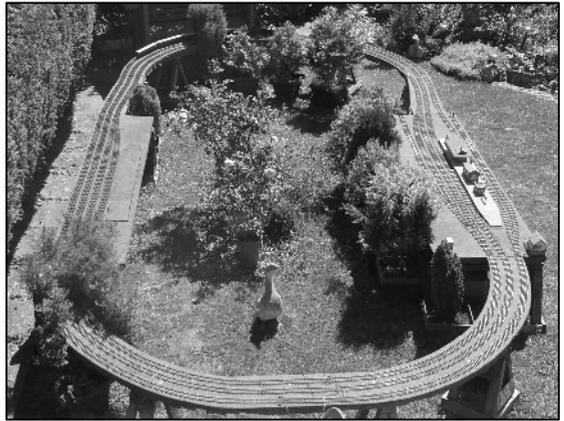
LNER K3 no.1935 (the only K3 to be finished in LNER livery)

Standard class 4 no.76041 (based at Neasdon shed)

LNER A1 'Great Central'

Standard 8P 'Duke of Gloucester'

I am at present building two 9Fs as 'Evening Star' (one to sell)



Rolling stock also consists of a quantity of assorted goods wagons and three rakes of coaches (Lima and Westdale).

I have also just ventured into five inch gauge live steam with a 0-6-0 Simplex which was purchased on ebay. I have re-plumbed this and it has just passed the steam tests etc. So all in all this has kept me out of mischief over the last 10 years or so.



The Black Five and B1 meet at Finmere

Thank you to all those modellers who submitted material, which will be published in due course - Editor.

Some thoughts on London Express services over the years

by David Bodicoat

At the beginning of 1965, Cecil J. Allen introduced a new theme into his monthly article in *Railway World* on the historical perspective of the information regarding the railway operation and progress, which had hitherto related mainly to locomotive performance, which he had witnessed during his lifetime's interest. Instead of devoting an article to a type of locomotive or the operation of a specific service, he felt that it would be of interest to readers for him to refer to a 1905 copy of Bradshaw and summarise the services of individual railway companies in successive issues from the information contained therein. The railway thus treated, in January 1965, was the Great Western, the explanation offered by the author being that the GW services were listed first in Bradshaw. Adherence to the Bradshaw running order was soon broken, as the next railway to be dealt with was the London and South Western, but devotees of the Great Central would not have long to wait, however, and the 'Great Central train services of 1905' article appeared in March.



Class 11B 4-4-0 no.1022 with the '4pm down Manchester'.

photo : Locomotive Publishing Co.

The monthly article was of five pages length, inclusive of illustrations, which meant that text was restricted to approximately three pages worth. In the case of the GC article, this meant that there was approximately half a page of introductory comment, followed by a page describing the down service from Marylebone, then a much shorter section on the up service. A couple of paragraphs were then devoted to the locomotives used on the London Extension services, followed by a brief description of the other express services on the east-west axis at the northern end of the GC. A rapid review of the CLC services between Liverpool and Manchester and Southport and Manchester was then included and the article ended with a reference by the author to the tragic situation regarding the train services on the GC London Extension at the time the article was written. Whilst there was no reference to holiday traffic, local services or goods traffic, the London Extension, plus the Sheffield – Manchester line, was always the section of the Great Central which had interested the author most and which had featured in many of his 'Practice and Performance' articles in *Railway Magazine* over the years. In 1905 Mr Allen had not started his extensive travelling over the railway network in the

pursuit of his work and his general interest in railways and this article is more of a factual nature than some of his other efforts, which largely concentrated on the good and bad points of locomotive design and performance using speed and good timekeeping, as the main bases of assessment. What the article succeeds in, is drawing attention to the determined effort the GC was making to attract long distance traffic to its services from, and to, London some six years after the opening of the line.

In the introduction, Mr Allen stated that only four passengers presented themselves for the first down train from Marylebone at 5:15 on Wednesday, 15th March, 1899. He then detailed other loadings during the day and made an observation which still holds good today – regular travellers are notoriously conservative and need a great deal of inducement to leave their established routes to patronise a newcomer. In the late 20th and early 21st centuries this has been achieved by airlines creating a demand with cheap bargain fares but railways did not have that freedom of operation in 1899, so the Great Central opted for comfort and service. By 1905, the earthworks on the new line had fully consolidated and high speed could be added to the attraction of the GC. Mr Allen's analysis of the principal services from Marylebone, using as a criterion those which travelled more than 100 miles (in practice, to Leicester or beyond) revealed the following, which shows the degree of determination which the GC's management employed in its bid to capture a sizeable proportion of the traffic offering between London, the Midlands and the North.

1905 Departures from Marylebone

Time	Destination	Details	Classification
02:45	Manchester	Newspaper	Express
05:15	Sheffield	Newspaper – connection at Leicester for Manchester	Express
08:45	Manchester		Semi-fast
10:00	Bradford		Semi-fast
12:15	Manchester		Semi-fast
13:40	Manchester		Express
15:25	Manchester	'Sheffield Special' – non stop to Sheffield	Express
16:00	Nottingham		Semi-fast
16:35	Manchester	First stop Finmere	Express
17:25	Sheffield		Semi-fast
18:20	Bradford		Express
18:25	Leicester		Stopping
19:30	Nottingham		Stopping
22:00	Manchester	Mail	Semi-fast

Of the above services, all the express and semi-fast trains, with the exception of the newspaper and mail, included restaurant cars in their formations. All the trains listed travelled by way of Aylesbury, as the alternative route via High Wycombe was not to be opened until the following year. The motive power used in 1905 comprised principally Robinson's class 11B 4-4-0s and 8B and 8C Atlantics, all of which would have easily been able to cope with the loads they were required to haul on these trains. For, despite the lavish service provided, the Great Central was unable to overcome the innate conservatism of regular travellers and so loadings remained light during this period. In a contemporary British Locomotive Practice and Performance article shortly afterwards, in 1908, R.E.Charlewood commented that he heartily wished to see an increase in the train loads leaving Marylebone, so that the locomotives could demonstrate more of their capabilities. He made the observation that it was probable that no one, of the authorities responsible for the accelerations which had been made in 1904 and 1905, expected that loads would remain so light, to the extent that a loading over 200 tons was exceptional. It would be interesting indeed to know what the GC

management's view of the failure of their services to attract custom to its London Extension services to the extent which must have been envisaged, and where the blame was attributed, if indeed that were the case. One would also assume that some degree of costing would have been applied to the operation of the service; however, if there was any degree of traffic survey or passenger consultation, as might well be the case nowadays, then it appears to have eluded the publishers of Railway Magazine. That is not to say that the GCR minutes would not make reference to such matters, however.

The GC management must have come to the conclusion that the 1905 departures from Marylebone provided a far more lavish service than the traffic offering justified, as by 1910, even allowing for the fact that the joint line with the Great Western via High Wycombe was available, there had been a reduction in long distance services from Marylebone. This was compensated to some extent by the development of outer suburban traffic on the GW&GC joint line to High Wycombe; welcome though that was, it is unlikely that that was the kind of traffic in mind when the London Extension was being planned in the 1890s.

Whatever the views held by the GC management regarding loadings, the response to the situation appears to have been to significantly reduce the number of main line departures from Marylebone. The main line departures in 1910 were as set out below. It will be seen that, discounting the newspaper and mail trains, the number of services to Manchester had shrunk from five to three, and one of the newspaper trains had gone. This must have been a bitter pill at a time, over ten years after the opening of the line, when it might have been expected that traffic would have been increasing, but on the other hand the growth of cross country traffic to and from the GW via the Banbury branch, mentioned in passing by Mr Allen in relation to his 1905 data, did provide a good degree of compensation. Mr Allen, as was his wont, did not enter the realm of railway finances in his article, but the long distance passenger traffic on the London Extension at this time was more of the nature of the company's principal showpiece and would have made little difference to the company's overall financial position, given that the line had been built, locomotives and rolling stock acquired and staff employed.

1910 Departures from Marylebone

Time	Destination	Details	Classification
02:45	Manchester	Newspaper	Express
08:45	Manchester		Express
10:00	Bradford	Via Wycombe :Through coach to Stratford on Avon	Semi-fast
12:15	Manchester	Via Wycombe	Semi-fast
15:15	Manchester	Non stop to Sheffield – slip at Leicester	Express
16:00	Leicester		Semi-fast
16:30	Manchester	Via Wycombe	Express
17:26	Leicester		Semi-fast
18:20	Bradford	Via Wycombe - slip at Woodford	Express
18:25	Nottingham		Stopping
19:30	Leicester		Stopping
22:00	Manchester	Mail	Express

If the principal departures from Marylebone in 1910 are compared with those in 1922, the last year of the GC's independent existence, it is noticeable that there is far less variation than there had been between 1905 and 1910. A significant addition was a direct service to Mansfield, leaving at 16:55, made possible by the opening of the Mansfield Railway in 1916. An inference which can be drawn from the lack of change is that GC management had become satisfied with the loading of the trains by 1922 and the late David Jackson was always ready to point out that there are many photographs of GC express trains on the London extension in the period between the end of the war and the 1923

grouping showing substantial loadings, far greater than the lightweight trains which had been the subject of R.E.Charlewood's comments. In support of this, Mr Allen gave details of a run in the July 1921 Railway Magazine between Marylebone and Sheffield with a load of eight bogie coaches that he estimated as weighing 315 tons, increasing to 325 tons after Nottingham. The return working which he described from Manchester was also of eight bogie coaches, increasing to nine plus a van from Woodford, again estimated at 325 tons. He did not comment as to whether this was exceptional and, if so, the probable reason, but in a later article on which he focused on the GC's London to Sheffield section, in the May 1922 issue, the standard load seemed to be six bogie coaches with a gross weight of around 230 tons. As readers will be well aware, the GC had built a large number of express passenger locomotives of both 4-4-0 and 4-6-0 designs between 1910 and 1922 and these found employment on the London Extension along with the Atlantics and 11B 4-4-0s – in fact, it surprised Mr Allen that one of the latter was waiting to take his 315 ton train forward from Leicester and acquitted itself admirably.

Even if the GC hierarchy had regarded the London Extension services as requiring reshaping in 1922 they would have been fully aware that their railway would cease to exist as an independent concern by the end of the year. It is likely that a large proportion of the management would have been preoccupied in thinking about what role, if any, they were likely to play in the newly grouped railway. There were initiatives introduced at that time – the Finmere slip coach on the 18:20 to Bradford, and progress in the resignalling of the line between Marylebone and Neasden, but it was not a time for major service changes on the GC. So matters moved on to the LNER and it is interesting to note that some of the departures, such as the 10:00,12:15, 15:20 and 18:20 remained in recognisable form throughout LNER and BR days, albeit in some instances with a change of final destination, until the abandonment of the express services in January 1960.



A class 8B 4-4-2 near Wembley Hill c.1910

photo : Pamlin Prints

Great Central Today

by Kim Collinson

Chiltern Railways has lost 2.4 million pounds in the first half of this year following the tunnel collapse at Gerrards Cross.

From the 9th to the 23rd July each Sunday, engineering trains engaged in lineside drainage work were in use at Summer Lane on the Penistone branch. The locomotives involved were 66111/66247/66248 and 66157.

A rare visitor to the Deepcar branch on 4th August was the class 121 single car research unit 96011 which made 2 return trips from Derby.

During August, locomotive hauled passenger services were again seen at Barnsley, as on the 9th August when 31454 hauled a rail officers saloon to Leeds passing at 1345hrs, then on the 28th August an excursion to Edinburgh was worked by 47826 and 47851.

The final coal trains ran to and from Harworth Colliery on the 4th September, being worked by 66507. The final working was the 1348 to Cottam.

Although only four Class 37 locos are still operational with EWS, 37406 was observed passing through Mexborough on 21st September on a tank train from Doncaster to Derby.

The autumn Sandite workings in the Sheffield area have brought a welcome return, after many years, of Class 20 locomotives to the GC. The services are now operated by Direct Rail Services (DRS) and so far locos 20301/02/03/04/05 have been employed on workings to Penistone and Worksop, which commenced on the 1st October.

The autumn Sandite workings in the Manchester area are still worked by pairs of Class 66 locos operating from and to Wigan and they are now booked to work over the GC route to Hadfield bringing a returned to locomotive workings to this section of the GC.

On the 30th September the first railtour using one of the newly refurbished class 56 locos now belonging to Jarvis, no.56302, was used on a railtour visiting lines in Lincolnshire and Humberside, including Immingham and the Scunthorpe area.

The first 3 weeks of October has seen relaying work taking place each weekend between Barnsley and Summer Lane and on the 8th October no fewer than five class 66 locos were used, these being 66110/66179/66189/66221 and 66224.

The fire which destroyed part of Guide Bridge station was started by a suspected arsonist around 0415 in the morning of Friday 19th October and resulted in gutting the wooden footbridge and booking hall. Altogether around 45 firemen were involved in tackling the blaze. As a result a temporary booking office has been set up until repairs can be completed. (See photo p.22)

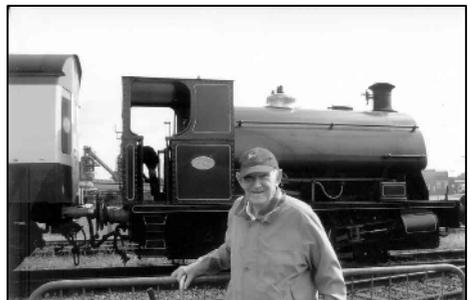
If you have any news of current activity on ex GC lines please let me know - Kim Collinson, 18 Close Hill Lane, Newsome, Huddersfield, West Yorkshire HD4 6LE.

or by e-mail : kim.collinson@btinternet.com.

A New Zealand visitor

submitted by Mike Hartley

This photograph shows one of our members, Charlie Oxley, stood in front of a Peckett 0-4-0ST on the Appleby-Frodingham steelworks complex on 12 August 2006. Charlie was a railwayman during steam days, rising to Shedmaster at such places as Immingham, Langwith and Gorton. He emigrated at the end of steam to New Zealand, where he worked as an engineer until he retired. I fully enjoyed an afternoon with him and his wife travelling over the steelworks complex during their visit to the UK.



Book Review

Private Owner Wagons: A Fifth Collection. Compiled by Keith Turton
Lightmoor Press, 120 Farmers Close, Witney OX28 1NR (published Sept. 2006)
184pp A4 hardback, 222 b&w photographs
ISBN 1 899889 22 1, £19.95.

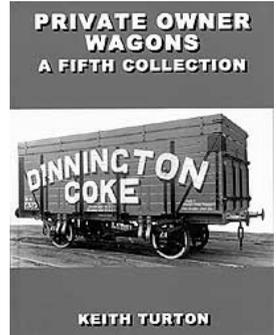
Keith Turton's fifth collection of studies of private owner wagons follows the lines of his previous volumes, with the added interest that almost every owner featured has been included because of reader response in the form of photographs and information. The text illustrates the complexities of the business of producing coal and delivering it to customers. Wagons were operated by colliery owners, by merchants, and sometimes by users. Sidings at the pithead would often give access to jointly owned railway bylines, in turn providing access to a main line, wagons often passing through a marshalling yard on the way to their destination. As well as detailed studies of the wagons, there are the occasional views of the collieries, even portrayals of the coalmen (and horses) engaged in the work of moving coal from pithead to customer.

Mention may be made of two of the owners who would be of special Great Central interest. Manvers Main was an important colliery on the Great Central system, located adjacent to the Wath Concentration Yards, so providing traffic both westward to Lancashire via the Woodhead tunnel, and in the opposite direction to the east coast ports. In addition to the usual detailed photograph of a typical wagon, there are two postcard views taken of the colliery itself. In contrast, among the smallest coal merchants was the firm of John H. Oglesby, located at Scawby in Lincolnshire, illustrated by a photograph which proclaims that the wagon is No 2 in the owner's series, but also that it is registered with the GCR. Other companies featured in detail, and which had access to the Great Central, include the Barnsley Main Colliery, and the coal merchants Cornwall & Moger, with a depot at Marylebone.

Supplementary information includes examples of numbering systems, types of wagon, and construction details, as well as copies of original trade documents. Modellers will be interested in the information on availability and suppliers of models in gauges from N to 5 inch. Altogether, a wide-ranging study of some ninety private owners and their wagons.

Geoffrey Hughes

(I couldn't let it pass without pointing out that the wagon on the cover originates from the South Yorkshire Joint Railway - Editor.)



Rails to Metro-Land

The 2nd printing of this book is available
for £12.95 post-free to GCRS members
from Clive Foxell
4 Meades Lane, Chesham, Bucks HP5
1ND

Talisman Railwayana Auctions held its first auction in September 2001, the start of a series of bi-monthly telephone auctions and is a partnership of myself and my wife Sandra. Since then we have completed 33 telephone auctions and 2 live events at the Cedric Ford Pavilion, Newark Showground. Over this period of time we have processed 20,000 lots of railwayana and associated collectables. With regard to future auctions our main concentration will be on our live events at the Newark Showground and we have 3 planned for 2007. These will be held on 17 February, 21 July and 3 November, interspersed with telephone auctions when we have sufficient material to run the latter. With the facilities available at the Cedric Ford Pavilion we are giving both vendor and bidder the best railwayana venue in the country with easy access, limitless parking and excellent catering. We also have a first floor exhibition room which we used to display LNER 'A3' Class locomotive nameplates at our September auction and other displays will be planned to coincide with our future auctions. We will always have an excellent variety of stalls selling similar material and these are organised by our friend Larry Shelbourn of Newark.



We are always looking for interesting items for our future sales should any readers have any spare items and they can contact either myself or Sandra for advice etc. Our contact details are:- Telephone / Fax 01949 21105 or email info@talisman-auctions.com . We also have our own website which can be visited at www.talisman-auctions.com where further information can be found including our 'Rolling Stock' area which offers sale items.

Roger Phipps
Talisman Railwayana Auctions



Guide Bridge station after the fire of 19 October.

photo : Paul White

More thoughts on Aylesbury services

by David Wrottesley

I hope that other readers have information, but I am grateful to Clive Foxell in his book 'Rails to Metroland' for answering some of the questions raised in my article in Forward 149. In addition, I think I can add more information to the story by information taken from the book 'The District Controllers View' from Xpress Publishing.

I am sure the morning GCR suburban trains in competition with the Met.Rly Pullmans were the predecessors to 3 particular GCR/LNER trains which arrived at Marylebone between 08:58 and 09:49, none of which started north of Woodford. The Met.Rly were certainly not trying to compete with the predecessor to the long standing 06:20 from Woodford, calling 07:25 at Aylesbury and arr. Marylebone 08:49. This was basically the only GCR/LNER/ER suburban train allowed any sort of a reasonable path in the morning peak over the Met/GCR joint line tracks and this for those who started work at 09:00 in the West End! I believe these four trains were the only ones arriving at Marylebone between 07:00 and 10:00 on this particular route for many years. This was due to the volume and importance of the Met.Rly trains.

The book 'London's Metropolitan Railway' (1986) by A.A.Jackson gives information about the working of Met.Rly Pullman Cars, but only for the 1911 and 1917 timetables. The details are below, and reveal that not only was a Pullman Car attached to a Verney Junction train, but to numerous others, including also a late night service. It would be interesting to see the later years till 1939. It is known that the 23:35 from Baker Street was still known to both Metropolitan and LNER/ER line controllers as "The Pullman" in the 1950s.

In October 1911 the Pullmans ran in the following trains:		
8.26am		Aylesbury-Liverpool St (arr 9.56am)
8.55am		Chesham-Liverpool St (arr 10.06am)
1.35pm	Sats excepted	Aylesbury-Baker St (arr 2.57pm)
4.15pm	Sats excepted	Aylesbury-Liverpool St (arr 6.01pm)
6.00pm	Sats only	Verney Jnc-Baker St (arr 8.09pm)
9.15pm	Sats excepted	Verney Jnc-Baker St (arr 11.17pm)
10.10am	Sats excepted	Liverpool St-Aylesbury (arr 11.56am)
12.05pm	Sats excepted	Baker St-Aylesbury (arr 1.34pm)
1.00pm	Sats only	Liverpool St-Aylesbury (arr 2.33pm)
1.59pm	Sats only	Liverpool St-Verney Jnc (arr 4.19pm)
5.22pm	Sats excepted	Liverpool St-Aylesbury (arr 7.00pm)
6.14pm	Sats excepted	Liverpool St-Verney Jnc (arr 8.20pm)
11.35pm		Baker St-Aylesbury (arr 12.50am)
From Monday 29 January the workings were:		
8.05am		Quinton Rd-Aldgate (arr 10.05am)
9.26am		Great Missenden-Liverpool St (arr 10.40am)
4.14pm	Sats excepted	Aylesbury-Liverpool St (arr 6.01pm)
4.14pm	Sats only	Aylesbury-Baker St (arr 5.44pm)
9.14pm	Sats excepted	Verney Jnc-Baker St (arr 11.17pm)
10.09am	Sats excepted	Aldgate-Aylesbury (arr 11.56am)
11.52am	Sats only	Liverpool St-Aylesbury (arr 1.36pm)
1.00pm	Sats only	Liverpool St-Aylesbury (arr 2.35pm)
5.23pm	Sats excepted	Aldgate-Aylesbury (arr 7.01pm)
6.14pm	Sats excepted	Liverpool St-Verney Jnc (arr 8.23pm)
11.35pm		Baker St-Aylesbury (arr 12.56am)

I am still not clear as to the detailed timing history of the two crucial Met.Rly evening peak trains with Pullman cars attached - 17:22/17:23 Aldgate/Liverpool Street-Aylesbury and 18:14 Liverpool Street-Verney Jcn. I am still anxious to know their calling point history between Harrow and Rickmansworth and beyond. In addition, the exact detail of their non-stop running after Finchley Road whilst the Met.Rly was being widened to 4 tracks to Harrow.

It was the 16:11 ex Liverpool Street-Aylesbury and 1616 and 1628 Aldgate-Watford, and their relationship with the 16:50 Express and 17:00 ex Marylebone, that was the most complex and difficult when it came to signalbox regulation north of Harrow in the evening peak in the 1950s, when I was involved in the timing office. In order to assist punctuality, instead of a tank engine, the 17:00 to Woodford Halse was often allocated a V2 2-6-2. It was timed to run non-stop to Amersham, and was perceived by ER controllers to be the most important evening peak hour suburban train! It also allegedly contained the most vociferous passengers ever to use a railway.



William Pollitt, General Manager of the MS&L/GCR1886-1901

It will be recalled that in Dow vol.2 p.283, it states that both General Managers, William Pollitt (GCR) and John Bell (Met.Rly), had been clerks on the MS&L, and had on one occasion violently fallen out with each other. It is my belief that they were at that time both timetable clerks and had originally disagreed with each other whilst timing and plotting trains on graphs/diagrams in the MS&L timing offices in Manchester. It explains their extraordinary, obstructive and stupid behaviour as General Managers in later years.

The above directly relates to Clive Foxell's suggestion in his excellent 'Rails to Metroland' p.62 that Pollitt tried to "force a GCR train" onto the Metropolitan Railway. Dow vol.2 p.305/6 states that Bell refused the up coal train when it was offered by the GCR

signalman to the Met.Rly signalman in Quainton Road box. The train was early and it may be that Bell refused it on this aspect, because it was not being offered at the agreed "Hand Over" time.

These were the times that were supposed to have been agreed between the two companies at their previous fraught and complex, difficult, and possibly argumentative timetable meetings. This, when all trains had to be timed, pathed and plotted and agreed by the two companies before inclusion in their working timetables.

My view is that this particular coal train was either not in the Met.Rly working timetable at all, or was the subject of a retiming exercise requiring a WTT supplement item for both GCR and Met.Rly following disagreement about its existence. Alternatively it was some sort of additional/special coal train that had not been discussed by the two companies at any time, and not included in the timetable or plotted.

It is obvious that both Bell and Pollitt had been in attendance at the detailed timing meetings between the two companies and telling their timers and diagrammers what they wanted or did not want and what should or should not be agreed on train and train crew timings. I am not sure there is

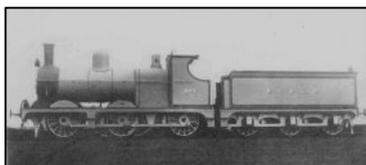
evidence that Pollitt was in the adjacent GCR signalbox on this night, as has been suggested, and that he deliberately instructed his signalmen and yard staff to run extra trains or run trains early to upset his old colleague. It would seem that he was in Woodford Yard carrying out old-fashioned 'hands on' management by observing the new workings. I would like to have been in attendance at some of these timetable meetings when the handover timings had to be agreed between the companies. I am sure that the possibility of both early and late running was discussed at length. This, when a train running early can be as bad as a train running late when it comes to implementing a timetable.

In the more modern computer age timetable activity of the 1980s and 1990s, I was told to stop talking about "handover timings" and refer instead to the "digital interface". These "digital interfaces" still exist between Chiltern Trains/LT/Network Rail (the holders of the master graph for ex BR/Railtrack lines) at Amersham (Mantles Wood) and Harrow on the Hill.

Aylesbury was a relatively small non-complicated 4 platform junction station plus loco shed which included a bay (No.1). It required, in the timetable office, a platform bar chart/graph for plotting platform occupation by trains/ECS shunt/light engine movements within the station area, if it is to be robust. I find it quite extraordinary that such a simple station, despite the accident of 1904, and company disagreements, should have had the bureaucratic joint organisations running it for so long. I seem to recall that there was still endless debate about which BR region timing office, ER or WR, should decide on the station working at Aylesbury, because of the important Met.Rly trains to Baker Street etc. that started there. I think it had been agreed in 1948 that the WR and ER should take it in turns each timetable year to compile the platform graph for this particular station. In previous years, 1923-1948, the three companies involved LNER/GWR/Met.Rly took it in turns every 5 years to agree train timings with each other on its fringes, at the station itself, and plot the platform graph after agreement with the station. This, before the station working document/simplifier was finally published by the Station Master. For the period 1906-1923, it changed every 4 years between the GCR/GWR/Met.Rly. The place was on a par with Carlisle, another joint operation, which was a far more complicated and busy junction, which did at least have at one time some 7 companies running into it.

The first train in the morning from Chesham on weekdays, for many years, was a through LNER/ER train to Marylebone, and not Chalfont and Latimer/Baker Street. It was formed off a newspaper train from Marylebone. These, I believe, were the only regular trains from Chesham to/from Marylebone and this situation lasted for a long time. Chesham opened in 1889 and Marylebone in 1899. When did GCR/LNER newspaper trains start running to Chesham in addition to Met.Rly trains, and were there any more through trains between Chesham and Marylebone? This has a direct relationship with the history of both the Met.Rly and GC/LNER loco sheds at Neasden, and the men that worked there.

The LNER involvement with the new Watford branch, meant that LNER steam trains ran between Watford and Marylebone. Locomotives were running round at Watford alongside brand new Met.Rly electric trains. The combined steam/electric passenger service on the branch existed for only 6 months in 1925. It has been described as hopeless over-capacity for a service from an undeveloped area to a station which was not near the centre of Watford. I think that for over 60 years there had been plans for this branch to be connected to the ex LNWLMS at Watford Junction. In the light of this information and the fact that I do not have a Bradshaw for 1925, can anybody tell me what the service was to Watford in that year?



MS&L class 9H 0-6-0 no.845, built 1897.

David Anthony Peart 1934-2006

An appreciation by Howard Turner

It is with considerable sadness that we have to record the passing of our highly respected member Tony Peart, age 72, on Friday 29th September 2006 after a bravely fought illness. Tony was quite simply one of the most remarkable transport enthusiasts in the land and his combined knowledge of railways and road transport in general was probably without equal. He made all this knowledge available to countless enthusiasts from all walks of life.

Tony was founder and curator of the renowned railwayana collection at Doncaster Grammar School and a visit to see Tony high up in the 'tower' and surrounded by the most amazing collection of nameplates, works plates, lamps and much, much more, was an experience never to be forgotten. From my contact with Tony stretching back over 50 years, I know he had a love of things 'Great Central' and 'LNER'. I first visited the collection in the early 1960s and happened to mention that I had an LNER wooden warning board giving instructions on the operation of the pantograph from a NER Newport-Shildon electric locomotive which had been scrapped near Sheffield in 1951. Tony's eyes lit up and I knew straight away that he wanted this to join the collection and so an exchange was arranged and eventually a large piece of GCR ironwork came my way.

Apart from his love of railways he had a great passion for buses and in due course he acquired two AEC double deck vehicles, one ex Doncaster Corporation and the other ex York Pullman. They probably ranked as two of the finest preserved buses in the land and needless to say he won hundreds of awards and trophies over the years.

He was a prodigious writer in various transport magazines and his expert knowledge coupled with his command and use of the English language was a joy to read. The sound of a locomotive or a bus, particularly when starting off, was to Tony almost human and was duly recorded for our enjoyment on his tape recorder which he carried around for many years. I well remember taking a photograph at Brown Bayley's steelworks in Sheffield in the late 1960s of a shunting locomotive with a solid tyre steam waggon nearby and there is Tony close-by recording for posterity.

I was fortunate to attend many of his talks about collecting railwayana and his experiences of how he acquired many of the items of all descriptions. Watching him handling a worksplate off a locomotive and explaining the finer points of its history was something never forgotten.

Tony was educated at the Grammar School in Doncaster and at the Universities of Liverpool and Nottingham. He entered the teaching profession and first taught at Keighley Boys Grammar School, but most of his teaching career was spent as Head of English at Chesterfield School, the town's Grammar School, where he taught from 1963 to 1991. Upon closure of Chesterfield School, when the town's schools were reorganized in 1991, he worked at Danum School, Doncaster, in a variety of capacities, lately confining himself to the role of Chief Examinations Officer.

The funeral took place at St. George's Minster, Doncaster on Tuesday 10th October 2006 and was attended by well over 200 people made up of relatives, friends and enthusiasts from all over the country. After a very moving service the interment was held at Rosehill Cemetery, Cantley, followed by a reception at the Earl of Doncaster Hotel. It was a memorable 'send off' for a remarkable enthusiast and a gentleman.



Tony's AEC Regent on show in 2002.

Hyde Road Station

by Brian Wainwright

I can just remember a local passenger train stopping at the platform at Hyde Road station. Don't ask me for details. I only saw it from afar and I can't have been much more than five at the time. However, I do remember my grandfather telling me that the station was closing. The concept of stations, let alone railways, closing down was hard for me to take in, but I found that it made little difference in practice, because there were almost as many trains as before. There were no more than three or four locals in each direction, and this had been the case for many years. In fact there had not been a decent local service over the line since before World War 1.

Hyde Road had opened in 1892, as an intermediate station on the MS&L's Manchester Central Station Railway from Chorlton to Fairfield. This line was built, as its official title implied, to give the MS&L direct access to Manchester Central from the east. It followed a fairly circuitous route around the southern suburbs of Manchester and was never well placed to compete for local traffic. From the early 1900s all the intermediate stations, except Alexandra Park (Wilbraham Road) had an electric tramway literally on the doorstep which in each case offered a quicker journey time into Manchester than did the railway. Passengers from the Gorton area who insisted on taking the train could get into town much more quickly by using Gorton & Openshaw or Belle Vue stations, while those in Levenshulme could save time aplenty if they patronised Levenshulme (LNWR) rather than Levenshulme (GC). The gradual reduction of the service cannot have made it more attractive, and really it is amazing that it lasted so late as 1958. I do know, however, of one gentleman who was a regular passenger, and was sorry to see the service go. He happened to work very close to Central Station, and as there was no direct bus service to that point it was less trouble for him to use the train. His hours of work must have been very regular, with no fall-back service available if he was late.

A passenger service over the line continued in the form of expresses running between Liverpool and Harwich and Liverpool and Hull, which, needless to say, did not stop anywhere between Manchester Central and Guide Bridge. By the time I was of an age to distinguish one loco from another these were generally worked by Stanier 2-6-4 tank engines, which were replaced by electric locos at Guide Bridge. The up trains would be heard some distance away as they slogged up the 1 in 80 gradient from Fallowfield. A plume of smoke would appear behind the row of terraced houses beyond the station, and then the train would burst into view, hurrying through the deserted platforms, past the signal box, and then rattling past my allotment vantage point at what seemed an incredibly fast speed - but probably not more than 45 mph. The Harwich boat train was the "crack" train of the line, and its passing always had a particular air of occasion about it. The destination promised on its headboards, Parkeston Quay, bearing, for me, a distinct air of romance.

In GCR days there were other expresses along the line with destinations such as Marylebone and Cleethorpes. A few of these stopped at Fallowfield, the most important of the intermediate stations, where, according to my grandfather, the stationmaster was once a sufficiently important dignitary to qualify for a top hat. The GCR intended that Hyde Road should serve as a terminus for certain Belle Vue excursion trains and provided two bay platforms which are clearly marked on the 1905 Ordnance Survey Map, and which are also referred to in the 1914 Appendix to the WTT. It is not clear to what extent this traffic developed at Hyde Road, but the bays were no longer recognisable as such when I knew the station and had probably not been used, other than as goods sidings, for very many years. I suspect that even under the GC the main business of the line was goods traffic. It certainly was by the time I was around. The line provided a useful link with the CLC and with Manchester Docks and Trafford Park. To stand at Hyde Road was to see a regular procession of goods trains in both directions. Some of them changed from electric to steam traction or vice versa at Hyde Road, which was always an interesting procedure to watch. Because of this practice both steam and electric locos would often be stabled in the station sidings awaiting their next duties. However, other trains continued east of Hyde Road behind steam locos, and so there was plenty of variety in the operations. Prior to about 1962 there were still quite a number of ex-GC 2-8-0s around, both in original condition and in the various rebuilt forms that the LNER had seen as improvements, but over

the years these gradually gave way to ex-LMS designs. The 04s were always a great favourite of mine. They were distinctive and a cut above the LMS types which I saw as "run of the mill".

The goods yard at Hyde Road was still in use in the 1960s, but it was anything but busy, the main business being the supply of coal to the local merchants. The coal wagons were usually left on a long, curved siding. The end of this siding was at about a 90 degree angle to the main line, and parallel to the Hyde Road thoroughfare itself, to which it was connected by a sloped approach road, guarded by GCR railings and gates.

There was a short and sharply curved section of line running round from Hyde Road to Gorton & Openshaw, forming (with Fairfield) a triangle with the main line. This seemed to be used mainly for light engine movements, although it did carry a few goods trains as well. I only once remember seeing a passenger train run over it. One day I walked up the path from the allotment and found an L1 tank loco waiting at the home signal which stood just a few yards onto this curve. It was a light engine, probably running back to Gorton. It was my last sight of a loco of this class.

The passenger services were gradually run down, the Harwich boat train being diverted to Piccadilly, and the Hull trains cut back to Sheffield. My last sight of a steam-hauled passenger train over the line was an early evening Sheffield-Liverpool service which vanished into the gathering dusk beyond Reddish depot behind Gorton's B1 Steinbok. A passenger service of sorts continued over the line right up until the closure of Manchester Central in 1969. This comprised one DMU a day from Liverpool to Guide Bridge and back. I made several trips over the line on this service and it was a fascinating journey, a fascination which was not lessened by the very strong possibility of having the train to myself. After the closure of the direct Midland route to Chinley, there was also, for a short time, a Sunday train from Liverpool to Sheffield which went round by way of Guide Bridge, Romiley and Marple with first stop at Chinley. The trip was excellent value for money, although not exactly the quickest way to Sheffield.

With the passenger trains gone, the line slowly faded away, although it was a long time a-dying. I'll not dwell on the process, because I was no longer familiar with the line in its later days. Hyde Road signal box survived to the bitter end, latterly as a deterrent to gypsies encamped nearby rather than for any purpose connected with signalling. The station buildings (which I considered rather elegant) were swept away in the late 1960s and nothing is left but a fragment of the station entrance. The former goods sidings are currently advertised for sale, and will doubtless soon be developed as yet another standard-issue housing estate



Hyde Road station looking south-west. The overhead wires extended to the electric loco depot at Reddish just a mile further on.
photo : E.M.Johnson Collection

Footplate Memories 1952 to 1955 at Aylesbury Town Loco. - Part 1

by Jack A Turner.

My footplate career started on the ex LNWR branch from Aylesbury to Cheddington in 1948. Like many other young men I was called up in 1950 to do National Service. Whilst serving my country in the RAF, the branch line was closed, so on returning to Civvy Street in 1952 I found myself transferred to Aylesbury Town shed. This was a former GW shed that had become part of the Eastern Region as a sub shed to Neasden (34E). Aylesbury Shed had a mixture of LNER, GWR, Metropolitan Railway (3 drivers) and a few ex LMS men, including 3 of us from the closed LNWR branch line.

The shed had two Links. The first was of 8 turns which the Met Drivers worked in. These consisted of passenger trains from Aylesbury to Baker Street, which were steam hauled as far as Rickmansworth, and local goods trains, mainly coal traffic and empties, between Quainton Road and Harrow or Neasden Met, some calling at the various goods depots en route. The other Link consisted of 24 turns and covered passenger services to and from Marylebone both via the Met and over the Kimble branch via High Wycombe and Northolt Junction. We had a working over the GCR to both Brackley and Woodford Halse, also a night parcels turn to Bletchley via Claydon LNE Jct and Winslow. Other work included auto car services over the Kimble Branch and from Princes Risborough to Banbury and for a short period High Wycombe to Banbury. On Rest Day Cover turns we also got to work the Met Link duties.

When I first went to the shed, there was still a Light Duty turn which covered the shunting of Aylesbury Goods Yard, then worked a local trip to Princes Risborough where we shunted both the Up and Down Sidings before working a trip back to Aylesbury with traffic off an up ex GWR pick up goods from Banbury. Until my seniority could be sorted out I found myself on this turn, which was 10.00am till 6.30pm Monday to Friday. Fortunately, after a few weeks the Seniority was sorted out and I took my place in the Main Link. Saving as I was at the time to get married, this link with 18 booked Sunday turns with the possibility of a further 3 gave me the chance to do just that.



A view of Aylesbury Town station looking in the up direction. This side of the island platform was used by the Princes Risborough service. The loco shed is on the right.
photo : GCRS Collection

Motive power allocated to the shed consisted of various types of tank locomotives, although towards the end of my days there (1955) we had an ex LMS 43XXX 2-6-0 allocated to us. We did have tender locos on the shed but they were not part of our allocation. The ex Met Rly class H and L tanks survived for a short period on the Quainton Road to Harrow/Neasden Goods. A5s were the mainstay of the Rickmansworth and Marylebone services eventually being taken over by the L1s. The latter were not allowed over the Princes Risborough branch so if they were allocated to the two evening workings from Marylebone via High Wycombe to Aylesbury the engine off the 18.26 Marylebone to Aylesbury via the Met, often a B1 or an A5, came over the branch Light Loco to work the train forward, the L1 having to go via Ashenden Junction, Grendon Junction and back via Quainton Road to Aylesbury.

The Woodford turn was a Neasden B1 as was the Bletchley Parcels. Occasionally Neasden turned out an A3 or even a V2 and if the B1 was failed on arrival at Bletchley we usually finished up with a BR Standard 75XXX or a Class 5. Personally I found both of them far better steaming engines than a B1, particularly with the heavy Parcels Train over the heavily graded Met line. On the Auto Train services to Banbury we had a GWR 14XX loco. If for any reason Banbury, which serviced them, couldn't find a replacement, we were given either a 94XX class tank or, as happened for almost a week, a Manor Class tender engine, which meant not only running round each time but facing one journey tender first - not very pleasant in wet weather.



A quick loco change at Rickmansworth. Electric no.13 has brought the train from Baker St and is being replaced by steam for the last stage of the journey to Aylesbury. Dewi Williams Collection

As stated previously the Met link went no farther north than Quainton Road freight wise and worked the Baker Street to Aylesbury passenger services to and from Rickmansworth where the electric locomotives took over. I recall one or two amusing incidents relating to these services. In the up direction there was a wooden sleeper crossing laid so that the shunter, when uncoupling and coupling, had a firm surface to stand on with a stop board to indicate this point. In 99 cases out of a hundred the loco was always bunker first from Aylesbury. On one occasion it was the other way round and the driver misjudged his stopping point and passed the crossing. He was given a Form One for this error but instead of it reading, "the engine had passed the stop board", it said "he had passed the stop board". He got away with it as he could prove he actually hadn't done so even though the loco had!

Another amusing incident took place in the down direction. It was almost impossible to get away from Rickmansworth up the 1 in 113 gradient without slipping and some of the guards used to come right up to the cab to give the right of way, having no problem in getting into their brake van at the rear as the train moved slowly forward. One crew decided to give the guard a shock, so whilst waiting for the incoming train they walked along the line and laid sand on the rails. When they backed down on the train they left the regulator slightly open forcing the reversing wheel into forward. The result was they never slipped at all and the guard had to run and jump into his van before it picked up too much speed. It taught him a lesson - he never came right up to the cab again.

One of the Met drivers, who shall be nameless, was stopped at Wendover in the early hours and informed that his empty wagon train had broken loose. He was adamant his train was complete and that the signalman had got it wrong. However, when going back to check, he found he had only 3 of 40 empties still attached to the locomotive. How he hadn't realised this coming up the steep bank from Great Missenden it is hard to understand. The Main Link men took this train forward to Quainton Road on the Rest Day Cover turn. On arrival we backed it into the down sidings and then drew the engine forward and stood on the former Brill Tramway Line for three and a half hours waiting for the arrival of an up freight from Woodford Halse which, after disposing of his train in the up sidings, crossed over and took the empties on to Woodford. We then sorted his train out and worked back as far as Aylesbury getting relief there. We could easily have worked to Woodford and back saving a turn but as it was a Met Link duty we weren't able to do so.

On another Rest Day working we brought an evening empties down to Quainton Road, then went over to the up siding where there was a small coaling stage. Here the engine was coaled up by a local labourer. We used to help him and then, whilst waiting for our path back, nip up the local pub, actually the parlour of a house, for a drink with him. One evening we offered to coal the engine ourselves and instead of using the coal on the stage we decided to take it direct out of a wagon on the loco road. We stacked the bunker right up and put some on the footplate and because it seemed better than the usual coal supplied we looked at the label to see which colliery it had come from. To our horror we realised, too late, it had been placed in the wrong siding and was for the Co-op at Harrow. It goes without saying we didn't put it back! No doubt the claims department had some paying out to do.

All the freight services had very easy timings over the Aylesbury to Rickmansworth sections. This was very frustrating as we could easily get between the sections in much quicker time than the timetable allowed and we were always arguing with the signalmen who wouldn't let us through. It was difficult to convince them that we wouldn't delay the passenger trains, especially as the Met drivers, even if they were only engine and brake, always took the full allotted time through the section. Goodness knows where they got to.

GCR Quiz - How much do you know?

1. Midland Railway no.1000 was the well known 4-4-0 compound. What was GCR no.1000?
2. In what year was the name *Lloyd George* removed from class 9P no.1167?
3. Which GC loco class was disparagingly referred to as 'Black Pigs' and 'Colliers Friends'?
4. From which American locomotive manufacturer did the GCR purchase 20 locomotives in 1900?
5. Which GC locomotive had its worksplate on the cylinder cover and why?
6. What did 'Frodingham & Scunthorpe' change to when the station was rebuilt in 1928?
7. What was built to the east of Marylebone station in 1935 and provided with a rail connection?
8. From which GC station did the 'Banbury Motor' run from?
9. What earlier design was Robinson's class 1B 2-6-4T based on?
10. Where was the busiest level crossing in the UK in 1936?
11. What was the name of Robinson's patented automatic train control system?
12. What new name was given to 'Director' *Charles Stuart Wortley* in 1920?
13. Why was class 8K 2-8-0 no.996 rebuilt with a 6 ft diameter boiler in 1921?
14. What were the last locos to be built to a Robinson design?
15. Whose name has appeared on two different GC locos?

Answers on page page 43



Stations on the Great Central Railway (Loughborough)

by Dennis Wicock (editor of 'Main Line')

Continuing from the previous issue we now take a look at some of the more notable and recognisable original GCR features on the present day line - the stations. From north to south we have;

Nottingham Heritage Centre – New station to be built in “GCR style” – currently using a wooden platform – Ruddington station is not part of our railway.

Rushcliffe Halt – A station with through platforms on either side of the tracks.

East Leake – The traditional GCR country island platform. Platform only exists and planning approval precludes the use of this station.

Loughborough Central – Large pattern island platform.

Quorn & Woodhouse – Traditional GCR country island platform.

Rothley – Traditional GCR country island platform.

Leicester North – New station built south of the former Belgrave & Birstall station (now demolished).

While Quorn & Woodhouse and Rothley both conform to the standard island pattern design for country stations on the “London Extension” there are detail differences. In the former the road bridge housing the entrance to the station is a girder bridge while that at Rothley is a brick arch bridge. However, at both stations the buildings are still largely used as originally intended although we do serve delightful teas at Rothley. Another current difference is that Quorn has been restored to the LNER period while Rothley is in the GCR Edwardian period complete with working gas lights.

Loughborough Central is still an island platform but of course as befitted its status for serving a town. The basic structure is pure GCR except for the lift shaft built by British Railways to the east of the station stairs. As distinct from the country stations, Loughborough has its Booking Hall at road level. It also has a Ladies Waiting Room (with toilet), a General Waiting Room, Station Master's Office and Porters Room. A separate Gent's toilet was also provided. For present day usage a shop, refreshment room and emporium are provided within the original station level rooms whilst the museum occupies the base of the lift shaft. In the Booking Hall the parcels office opposite the booking office is used for the administrative offices of the railway.

At present the station canopy at Loughborough is in need of major renovation and a trial repair has been carried out successfully on two bays on the west platform. Now that the means and cost of the renovations have been determined, an application to the Heritage Lottery Fund has been made for the restoration of the complete canopy. When completed this will return the station to its glorious GCR appearance whilst still providing for the needs of the present day visitors.



*Quorn & Woodhouse on a summer's day in 2006
photo : Ian Allison*

Readers Requests

from Don Attenbrough, e-mail : AttenbD@aol.com

As a boy I worked in Beighton Junction box on the LMS. I was born in Killamarsh but moved to Cornwall in 1985 and am now in Falmouth. I was wondering if anyone has any photos of the signal box. I just wish I had taken some before it was demolished. I have so many happy memories of those days on the railway. Hoping you can help.

from Dave Arnold, e-mail : d_arnold@btconnect.com

My home station, when I lived locally from 1951 to 1970, was Heath in Derbyshire. I would be grateful if anyone has any information, track plans, photos etc. There is a small amount of published material with pictures. The stationmaster's house, bridge piers and the adjacent 'railway cottages' are still in existence, but the rest is a distant memory.

from Dave Gosling, e-mail : dave_39a@hotmail.com

We are trying to plan an ex-Gorton Tank employees reunion in the East Manchester area for sometime in late February or early March 2007. This is in its early days yet (at this time of writing - October), and is still only on the drawing board. If any ex-employees are interested, please advise, and I will let you know if it is 'still on'. For details, I can be contacted on my email.

Readers Forum

from Carl Lardner, Herne Bay

Re. **Forward 147** page 4 - 'The GCR and Cross-Country Working' by P.Wortley.

Many years ago I visited the library of the Institution of Mechanical Engineers and used their (then) very expensive and primitive copying machine to record some sparse details of GCR rolling stock. Relying on the standardisation of GCR carriage components, I used these details to make some complete drawings - the most interesting task being to try to recreate the carriages portrayed in drawing no.3305 of 1906, which was a plan of a special train for the Newcastle-Cardiff service.

The train was to be LH and RH 3rd/brakes, a 1st class, a 3rd class and a restaurant carriage. I have had a moderate success - my 60ft 3rd/brakes turn out at 60ft and 1/8 inch! My drawing of the restaurant car, though, has a lot of conjecture in it. *The Railway Modeller* of June 1981 states that there is no known photograph of the compartment side of the London Extension buffet cars, although I believe that this is no longer true. Does anyone now have any of the original drawings of individual carriages of the 3305 stock?

I surmise the following:-

When the service was originally suggested, the GCR wanted to show up well against the GWR who were to provide stock for the opposite journey. The 3305 stock would have rivalled the LNWR American Boat Train stock, but when the GCR became aware of what the GWR would provide, the GCR realised that the quality of their existing stock would be quite adequate and were not therefore inclined to provide a special set, with all its problems. At that stage the underframes were already on order, so to make the best of a bad job, a further one was ordered and all six used to carry the Brush-built 12 wheeler 3rd Dining cars (nos.993-998) shown in the *Railway Engineer* of July 1907. This journal states that the Brush stock had been built to pass, without difficulty, the loading gauges of all 'foreign' lines served by GCR services, including that to Bournemouth. The 1914 Appendix to the WTT gives lists of carriages which are not to go 'foreign' and, oddly, the Brush stock is prohibited from all L&SWR lines.

I do not know whether the Brush stock would have augmented or replaced the then existing stock designed specifically for 'foreign' working, e.g. the two carriages designed (drawing no.2819) for the Dover trip. Apart from scheduled working over 'foreign' lines, ambulance carriages, family carriages and saloon carriages on special workings, e.g. theatrical groups and works outings, went everywhere. Who can remind me where I read that one works outing went on such a tortuous route that the GCR management installed a piano in the saloon hired for the trip?

from John Carpenter, Branston, Lincoln

Re. *Forward 149* page 32 - 'Some thoughts on Aylesbury services over the years' by David Wrottesley

I was very interested to read David Wrottesley's article in *Forward 149*. I used to live at Kenton, Middlesex from 1940 to 1960 and had quite a close knowledge of the Metropolitan line and later the Eastern Region suburban trains out of Marylebone. David has posed some questions which I may be able to answer. I have copies of Bradshaw's for July 1934 and August 1939.

Quainton Road to Verney Junction was open to passenger trains in 1934. There were no through Pullman trains to London. There were no passenger trains on this section by 1939.

The 18:20 Marylebone to Bradford train was running via High Wycombe in both 1934 and 1939. The trains which conveyed a Pullman car in 1939 were as follows:

UP - Monday to Saturday

08:26 from Aylesbury, all stations to Rickmansworth, then non-stop to Baker Street (09:39) and on to Liverpool Street.

09:11 from Aylesbury, all stations to Rickmansworth, then Northwood and then non-stop to Baker Street (10:26) and on to Liverpool Street.

23:02 from Amersham, all stations to Harrow, then non-stop to Baker Street (23:53).

On Saturdays only a Pullman car was added to the 20:17 from Aylesbury, this was all stations to Harrow, then Baker Street (21:12).

DOWN - Monday to Friday

From Aldgate to Baker Street (16:59), non-stop to Rickmansworth and then all stations to Amersham (17:47).

From Liverpool Street to Baker Street (17:44), non-stop to Moor Park and then all stations to Aylesbury (19:02).

From Baker Street (22:02), non-stop to Harrow, then Northwood and all stations to Amersham (22:53). On Saturdays only this train departed Baker Street (19:56), non-stop to Harrow and all stations to Amersham (22:52).

From Baker Street (midnight), non-stop to Harrow, then all stations to Aylesbury (01:22). The stop at Stoke Mandeville was by request.

DOWN - Saturdays

The 16:59 and 17:44 from Baker Street did not convey a Pullman car on Saturdays - instead there were lunchtime departures as follows:

From Aldgate to Baker Street (13:15), non-stop to Northwood Hills and then all stations to Aylesbury (14:36).

From Aldgate to Baker Street (13:50), non-stop to Harrow and then all stations to Chesham (14:51).

I have quoted the Pullman trains for 1939 as, unfortunately, the 1934 timetable does not mark 'down' trains that conveyed them in spite of there being a footnote to the timetable indicating which 'up' trains had one. The 'up' trains in 1934 with Pullmans included were the 08:26 and 09:12 ex-Aylesbury. I am unable to quote arrival and departure times from Aldgate or Liverpool Street as the timetable is not that specific for journeys to and from Baker Street and the City.

David also asks which 'up' Pullman trains in the mornings were competing with LNER trains. In short, not many. In 1939 there was a 07:01 from Aylesbury to Marylebone (arr.08:19). This train started at Aylesbury. There were then two more LNER departures starting from Aylesbury to Marylebone at 07:29 (arr. 08:39) and at 07:56 (arr. 09:08). The next departure was the 08:39 Aylesbury to Marylebone (arr 09:45). This train was the 05:30 from Nottingham Victoria and had no catering provision of any sort. The 06:56 from Mansfield (LNER) conveyed a buffet car from Nottingham but after calling at Finmere at 09:29, travelled via High Wycombe to reach Marylebone at 10:48. The next 'up' LNER train from Aylesbury was not until 10:28.

A recent publication that refers to these services is London's Metroland by Alan A. Jackson, published by Capital History at £16.95.

I hope this answers some of David's queries.

from Andrew David, Great Missenden

Re. *Forward 149* page 38 - 'A Review of the Immingham 100 Event' by Ken Grainger

I also much enjoyed my visit to Immingham back in July for the Immingham Centenary celebrations. Having missed the last special bus trip round the docks, I was fortunate enough to be taken round on a personalised tour in the car of one of the volunteers helping at the Immingham Museum that day. This gentleman was good enough to give me the benefit of his considerable number of years' experience working at the port and I learned an enormous amount about the site and its history – not least the rather amazing, but I suppose obvious, fact that in Great Central days Immingham was a vast exporter of coal and it is now a vast importer of the same.

As someone who has worked in the Docklands area of East London since 1989, and am therefore used to docks being refurbished areas of former industrial and transport hubs, with the to-ing and fro-ing of cargo ships, bonded warehouses, and train loads of coal or assorted freight a distant image of the past – I was delighted to see a thriving and futuristic port in full flow, with massive financial development to show for its prosperity.

I have never visited Immingham before and I understand that the port tours are a rare opportunity which may not occur more than about once every twenty five years; so I feel privileged to have been able to observe at first hand this important outpost of the former Great Central freight network. My thanks to the gentleman who so generously gave his time and knowledge on my personalised tour.

Since visiting Immingham I came across the poster advertising Immingham, from Great Central days, in a copy of the Railway Magazine of 1922, reproduced here, for the interest of readers.

THE RAILWAY MAGAZINE

GREAT CENTRAL RAILWAY

IMMINGHAM

ENGLAND'S LATEST DEEP WATER PORT.

The Nearest Ocean Port on the East Coast to the Southern and Industrial Centres of Yorkshire, Lancashire and the Midlands.

Direct Rail Communication with all ports of England, Scotland and Wales.

Capacious Warehouse and Storage Accommodation.

Dock Available for Ships at any state of the Tide.

Dock Charges more favourable than at any competitive port – no loading – quick and cheap transhipment between ship and rail.

Numerous Valuable Sites for new works and facilities are available adjacent to the Dock.

Seven Coal Holds in the Dock and one on the Western Jetty, each capable of discharging 200 tons per hour.

Regular sailings by P. & O. Company and Glen and Shaw Lines to Egypt and the Far East, China, Japan and Australia. The Elder, Dempsey & Co. Lines to Bombay and Karachi.

Special facilities for storage of wool direct from Australia.

Depth of Water on Tide.

M.L.W.S.	42ft.
M.L.W.N.	25ft. 3in.
M.H.W.N.	43ft. 3in.
M.L.W.N.	33ft.

For further particulars, apply:

F. BARWICK, Port Master, Immingham Dock, Lincolnshire.
SAM FAY, General Manager.

from Robert Barker, Wembley

Re. GW&GC Jnt Centenary.

The centenary of the Great Western & Great Central Joint line this year is a good opportunity to put on record the unlikely fate of some of the original track chairs. On a visit to Old Oak Common some years ago, I found one in the sidings leading to the 'Factory' and have also come across an example dated April 1904 in the lime works siding at Chinnor. There is nothing particularly unusual about worn main line track materials being reused in sidings in the same general area, though it would be interesting to know how a Cheshire Lines Committee chair of 1936 also ended up at Chinnor. More noteworthy was the existence of a GW&GC Jnt. chair dated February 1904 in the turning "W" behind Aberystwyth engine shed until it was regauged for the Vale of Rheidol line in 1968. Even more remarkable were GW&GC Jnt. chairs dated July and August 1904 in the Machynlleth-Aberystwyth running line near the level crossing at the site of Ynyslas station, probably there for many more years after I saw them in 1987. GW&GC Jnt. chairs ended up in other far away parts of the GWR system. Walking the Weymouth-Portland branch soon after its closure in April 1965, I came across at least one example near Sandsfoot Castle Halt.

From this evidence it is possible to date the diaspora of GW&GC Jnt. chairs with reasonable accuracy. They must have reached the GWR&SR joint line to Portland before it became part of the Southern Region in April 1950. Likewise the chairs at Ynyslas would have gone after the Cambrian Railways were taken over by the GWR in 1923. Aberystwyth engine shed was rebuilt by the GWR in 1939 and it seems probable that the track was relaid there at the same time.

from Bryan Longbone, Scunthorpe

Re. *Forward 149* p31 - photo of Whitton.

The photo of Whitton station was not from the Mike Hartley Collection. It belonged to E.Lazonby of nearby Alkborough, whose son, Rex, a good friend of mine, found it following his father's death. It came to light through my WEA classes on 'Local Railways'.

from Eddie Fisk, Desborough

Re. GC model transfers.

In some recent additions of *Forward* there has been discussion about the availability of GCR transfers for models. Guilplates produce GCR (loco only) transfers in both 4mm and 7mm. Recent enquiries regarding 4mm transfers produced this response.

"A sheet (enough for two locos plus extra crests) costs £5 plus 80p P&P. Cheque to Guilplates, 32 Wodeland Avenue, Guildford, GU2 4JZ. Regards, Gareth Floyd."

Please note I have no connection with this company other than as a customer.

from Paul Armstrong, Southend-on-Sea

Re. *Forward 149* p6 - 'Private Sidings of the LD&ECR' by Lawson Little.

In response to Lawson Little's very interesting article on Private Siding traffic of the LDECR, I recently had the chance to go through a LDECR Agreements Book and would like to add the following information.

Arnold Laver & Co Chesterfield.

I can find no reference to this company in the LDECR Agreements Book, but an agreement with Mr John Thomas Wright, a builder, is dated 31 December 1898. I am not sure if this is an earlier name for Arnold Laver & Co or this was just an earlier tenant at this location. No entry for either company can be found in the Railway Clearing House Handbook of Stations that I have consulted.

Bryan, Donkin & Co Chesterfield.

I note that the operation of this siding is included in the 1908 GC Appendix, and this is the earliest reference that I can find to the siding. The siding points were unlocked by an Annett's Key. Access to these sidings is still shown in the 1956 RCH Handbook of Stations and it appears likely that access was available until closure of the line the following year.

The Bolsover Home Grown Fruit Preserving Co.

An agreement with this company is included in the Agreements Book dated 25 March for the construction of a wharf. Unfortunately no year is given, but I would presume that this would be 1900, given Lawson's comments.

Newton's Quarry, Langwith Jnc.

An agreement was signed with E.F.Coupe dated 21 October 1905 giving permission to extract limestone from land belonging to the LDECR. Two sidings serving the quarry were to be provided by 31 July 1906 when the land had been levelled, with two more being provided by 31 July 1907, although from 31 December 1907 only two siding would be for the exclusive use of quarry traffic. Lime kilns were also to be constructed. I presume that that this became Newton's Quarry although I can find no indication of the source of the quarry's name.

WH Davis & Sons, Langwith Jnc.

The agreement for the sidings for this company is dated 8 January 1905.

Goresthorpe Quarry, Clipstone

The agreement with the Duke of Portland is dated 27 July 1899 and the siding is still listed in the 1927 Appendix to the WTT. It is also shown in the 1929 RCH Stations Handbook.

Agreements not covered by Lawson's article are:-

Universal Weldless Steel Tube, Chesterfield

The RCH 1904 stations handbook shows Universal Weldless Steel Tube Co. Siding but I cannot find a siding agreement with this company and it is possible that access was made via the connection to Bryan, Donkin & Co. Chesterfield.

The East Akim (West Africa) Syndicate No 1 Ltd, Arkwright Town/Calow

An agreement with for the construction of a siding for loading coal into wagons dated 9 February 1906.

Bonds Main Colliery

An agreement was made with the Midland Railway to serve this colliery on 23 March 1900.

Collieries at Calow and Oakes

Shown in the RCH 1904 Handbook of Stations, although I do not have other details of these collieries to hand.

Brick Works, Killamarsh

An agreement to provide a siding is dated 15 March 1898, but I can find no other references to this siding.

Glovers Brother's Flour Mill Siding, Killamarsh

The agreement for this is dated 8 March 1900. The 1927 LNER Appendix calls this siding Glovers Siding and includes special instructions for trains calling at this siding. This siding is still included in the 1956 RCH Handbook of Stations. The connection for this siding was controlled by Killamarsh South signal box.

Park Hill Colliery, Spink Hill

An agreement for a siding for the colliery was dated 19 October 1906. The connections for the colliery were operated from a signal box which opened in 1907, although later the connections were controlled by a ground frame. This colliery appears in the 1929 RCH Stations Handbook as Barlbrough Colliery.

Brick Yard Siding, Barlbrough

Agreement dated 31 December 1898. This siding is not shown in the 1929 RCH Stations Handbook. Access to the siding was by a ground frame, released by an Annett's Key.

Consolidated Petroleum Company, Clowne

Agreement dated 18 April 1901. This siding is not shown in the 1929 RCH Stations Handbook.

Langworth Colliery

Agreement with the Sheepbridge Iron and Coal Company is dated 27 December 1901 to serve this colliery. I can find no further details of this colliery to hand.

Bolsover Colliery

An agreement with the Bolsover Colliery Company Ltd is dated 16 July 1906. Again I have no further details of this colliery to hand.

Coupe Brother's siding, Clipstone

The agreement for this siding is dated 3 November 1905. The 1929 Handbook of stations includes Clipstone Siding and I would presume this is the same siding.

I have included details of collieries, as they were often served under private siding agreements. Other collieries served by the LDECR line in later years were Southgate (Clowne), Warsop and Ollerton Colliery.

(I do not think the scope of Lawson Little's article was intended to cover collieries or sidings on the Beighton branch - Editor.)

Re. ***Forward 149*** p16 - 'Opening of the SA&M'.

I can add some further details to the piece contributed by Ken Grainger on the opening of the Sheffield, Ashton-under-Lyne and Manchester Railway. The following extracts are from the Inspection Report by Major-General Pasley.

The inspector was late arriving at Sheffield "... having left London by the swift morning train of the Birmingham Railway Company, which ought to have started at 9 am, but was detained five minutes later by the inadequacy of the original arrangements at Euston Square station to the greatly increased traffic, which has recently taken place on that line, owing chiefly, I believe, to the judicious as well as liberal measures of reducing their fares. In addition to this delay, the use of four wheeled engines of inferior power caused the train in which I was travelling to lose three quarters of a hour before we reached Rugby; so that although the Midland Railway Company's six wheeled engines, to

which it was then transferred kept their proper time, I was an hour and a quarter later than the time at which I ought to have reached Sheffield."

Unfortunately it was one of those days as the inspection report makes clear.

"I am sorry to say that the arrangements for me to inspect this portion of the Sheffield and Manchester Railway were by no means satisfactory.....the down line of rails from Sheffield (the only one perfect throughout) was obstructed, first by a train of wagons conveying rubbish or spoil from the entrance of the principle tunnel on this portion of the line, and the tunnel itself was impassable, the entrance near Sheffield having been blocked up for about 15 or 20 feet in length, by a mass of rubbish covering the rails to a height of 5 or 6 feet. Mr Jee ascribed this impediment to the neglect of one of his assistants, whom he had previously directed to have the whole line clear for my inspection at three o'clock the same afternoon, and to be waiting on the spot; instead of which he had caused the rubbish to be thrown down from above and carted away, in order to trim the slopes of the entrance of the tunnel, a very proper operation if it had not been done at such an unseasonable time; after which he quitted his post, and was not to be found. This obstruction, which rendered it impossible for the special engine and train to proceed with me through the tunnel until the wagons and rubbish were removed, caused a delay of about an hour and a half, or nearly two hours, with the previous delay.....rendered me apprehensive that I should have to wait until today. Fortunately, there just remained daylight enough to enable me to complete my inspection; but there was not a moment to spare, for we did not get back to Sheffield till ten o'clock at night.

This extension (18 $\frac{3}{4}$ miles in length) terminates at Dunford Bridge, near the entrance of the summit tunnel, which is not yet passable.

There are two lines of rails, but the up line to Sheffield is not yet quite finished, about a quarter of a mile of the rails not having been laid, and a small having been caused there, by part of the drift or gallery of a coal mine cut through shale rock having given way, and a small slip also affecting a short portion of the rails having taking place on an embankment, the materials for which were good; but I suspect that the ground, which had a downwards slope towards the north, had not been properly prepared by cutting it in levels or in reverse slopes for better retaining the base of the embankment. Part of the line also is rather rough, from the ballasting not having been packed so perfectly as may be desired. But on the whole I saw no reason why the directors should not be permitted to open their line this day, as they proposed, provided that they directed their trains to pass rather slowly over the whole line, until it is more consolidated, especially over the coalmine drift, and the portion of embankment before mentioned, which they should not pass even at their ordinary speed, for some time to come. The officers of the railway, who accompanied me on this occasion, assured me that they were aware of the necessity of these precautions, which they promised faithfully to observe.

Until the tunnel between Dunford Bridge and Woodhead shall be completed, which is in a forward state, that the engineer and contractor expect to have it ready for opening in October next, it will be necessary to communicate between these two stations, which are about three miles apart, by omnibuses meeting all trains.

The tunnels, bridges, viaducts, &c, on this extension are safe, but most of the seven stations proposed, except that at Sheffield, are in such an imperfect state, that several wooden buildings, like large sentry-boxes, to be used as temporary stations, were sent by the same special train, in which I made my inspection. One of the intermediate stations is at Penistone, the only large town or village on this portion of the Sheffield and Manchester Railway."

I rather suspect from the above and some of the comments by the reporter of the article that had the inspection taken place in later years the line would not have been passed ready for carriage of passenger trains due to the incompleteness of the works, however at this time the powers of the inspecting officers were not as great as they were in later years.

from David Ingham, Bury

Re. **Forward 149** p36 - reference to Stalybridge No 2 signal box in photo caption.

The text to the top picture on page 36 notes that the signal box in the background is an LNWR box - it is not and is actually an MSLR box. A brief history of the box is as follows. The box was opened in 1886, built by Stevens & Sons to what is known as the Stevens & Sons/Manchester, Sheffield & Lincolnshire Railway Type design and opened fitted with a 70 lever frame. A replacement 90 lever Stevens & Sons Glasgow New Pattern/GSWR frame (an LMSR manufactured frame) was installed on 21 May 1944. The frame was reduced to 70 levers and the box was renamed from Stalybridge No.2 to just Stalybridge on 06 November 1966. An individual function switch (a colour light signal emergency replacement switch) was installed in 1990 and was removed in April 1999. The box is still open and is a very busy box 24 hours a day dealing with a steady stream of passenger and freight traffic.

from Richard Gulliver, Isle of Isey

Re **Forward 143** p37 and **Forward 149** p44 - Cleethorpes-Exmouth working.

There is a reference to this working in 'The Great Days of the Country Railway' by David St John Thomas and Patrick Whitehouse (David and Charles 1986), page 156 where it states that the service was in operation in both the pre and post war years.

The original contribution from Brian Rich (**Forward 143**) refers to shots of the excursion train north of Broadstone in the Ivo Peters 'Somerset and Dorset Part 2' video and the editor's contribution mentions through coaches to Bournemouth. David Bodicoat's contribution (**Forward 149**) and the brief account by David St John Thomas and Patrick Whitehouse, give the destinations as Sidmouth and Exmouth. This suggests that the train was split, presumably at Templecombe.

Excursion trains usually ran from centres of large population to the coast or to other tourist destinations. This working is particularly fascinating in that it starts and finishes at a seaside resort.

The route would have involved using the metals of three of the companies of the 'Big Four' in pre-war years; and of their BR equivalent post-nationalisation. Whilst I have not studied the subject in detail, I suspect that excursion trains frequently run over the lines of one or two of the post-grouping companies, but I imagine that three is unusual.

GC Quiz Answers - don't read these until you have tried the quiz on page 35.

1. A class 9J 0-6-0 built in 1902.
2. 1923
3. Class 9Q 4-6-0 (LNER class B7)
4. Baldwin of Philadelphia.
5. no.1165 **Valour** because the large nameplate did not leave enough room on the splashers.
6. It became 'Scunthorpe & Frodingham'.
7. The Independent Milk Supply Co.
8. Woodford & Hinton.
9. The class D 0-6-4T of the LD&ECR.
10. Grimsby.
11. Reliostop.
12. **Prince George**.
13. To burn colloidal fuel.
14. The LNER built two more class S1 0-8-4T hump shunters no.2798 and 2799 in 1932.
15. Class 11E 4-4-0 no.429 carried the name **Sir Alexander Henderson** and the name was transferred to class 9P 4-6-0 as **Lord Faringdon** in 1917.

Sorry, no prizes for those who got 15 out of 15!

Can anyone provide further information on the coaching stock depicted in these photos from the GCRS archive?



GCR 3rd composite 6-wheeler no.1444



GCR 1st dining saloon no.1598

Rear cover caption

Pollitt's MS&LR class 11A 4-4-0 was a development of Parker's class 11 with piston valves and they were built in 1897-99 for use on the London Extension which opened in 1899. The class totalled 33 which were built in 2 batches - by the MS&L at Gorton and by Beyer Peacock & Co. Superheaters were added from 1915. The LNER classification was D6. All were withdrawn by the end of 1947.

At the time of this photograph, no.860 had been given a Robinson chimney (an improvement on the Pollitt stovepipe) but still retained the painted number on the cab-side splasher, the short cab roof and the smokebox locking handle. The locomotive looks very smart as it poses in its GCR livery at Trafford Park shed, Manchester.

