

FORWARD



The Journal of the Great Central Railway Society

No. 160 ~ June 2009

Front cover caption

LNER class N5 0-6-2T no.5535 on a Hertford-King's Cross service near Hatfield.

photo: Photomatic

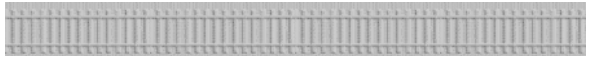


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Congratulations to our GCR friends at Loughborough who have successfully negotiated the purchase of the goods offices at Loughborough (see the photo on page 6). We are hopeful that this will provide a home for our archive. The good news from our AGM at Mansfield (an excellent venue) is that we have a new archivist, Geoff Burton. I think he is in for a busy year! We have already made a start with the compilation of a new archive inventory. Ultimately we would like this to be on-line so members can see what we have and be able to access it.

The confusion between ourselves and the GCR heritage operation at Loughborough was evident at the AGM when the vicar of St.Peter's welcomed us to St.Peter's House and congratulated us on running such a fine railway! I still think that the inclusion of 'Historical' in our title would clarify our identity.

At the AGM, Stephen Gay expressed his thanks from the floor to the regional meeting organisers. Their commitment to providing a varied and interesting programme is often overlooked. The regional groups are an important part of what we are about. So thanks again to Mick Hayes, Frank Greaves, Mike Hartley and Richard Butler, not forgetting the work done in the past by Ken Grainger and Len Bunning.

The venue was filled to capacity in the afternoon to hear Bill Taylor's talk on 'The Mansfield Railway', due in part to the publicity given by the local newspaper. It was an excellent presentation on a subject most of us knew little about.

Unfortunately we are still without a Sales Officer. Several members are involved in selling items at meetings around the country and we are grateful for that. There is also a sales page on our website. We have two modern, lightweight display stands for use at meetings and exhibitions but need material to put on them. Our model steward, Tony West, is doing an excellent job publicising the society at model railway events. Tony is a regular contributor to the Yahoo Group 'gcrsforum' where he gives notice of events that he will be attending and asks for help to support him. Please join 'gcrsforum' and contribute to its discussion.

The line between Doncaster and Scunthorpe is to be closed from 22 June to 6 September (see *Railway Magazine June 2009* p8) in order to stabilise the line across Thorne Moor, an area of peat bog. I wonder if Robert Stephenson is still in business! The diversionary route will be through Gainsborough using the recently upgraded section between Wrawby Junction and Gainsborough. If correct this will make the former GC 'main line' very busy indeed and provide lots of new photo opportunities. A problem with this diversion is that trains need to reverse at Doncaster to use it. Easy for passenger trains but what about freight?

An interesting consequence of the development of the High Marnham line was the offer by Network Rail of some redundant signalling on the line to the GCR at Loughborough. It looked as if the offer could not be taken up because of the cost of removal and transport back to the GCR. However, Morgan Est ETI stepped in and offered to carry out the removal free of charge as part of a training exercise for their employees. Removal took place on 16/17th Dec. 2008 resulting in 9 semaphores and 3 colour light signals being removed and transported back to the GCR. A story that proves that the modern railway and the heritage railway can work together and get things done with mutual benefit.

This issue contains the first full length article from Chris Booth, who has only contributed news items and photos previously. I'm sure more of our readers could follow his example and put together an article for *Forward*. Remember this is your journal and it is only as good as the contributions made to it.

Minutes of the Annual General Meeting 2009

held on Saturday 9th May 2009 at The St. Peter's Centre, Mansfield

Present: 28 members.

The meeting was opened at 11:00 by the Chairman, and we were welcomed to the centre by the vicar, David Fletcher.

A minute's silence was observed for deceased member John Oxley.

1. Apologies for Absence

Apologies were received from: David Arnold, Richard Tilden-Smith, John Quick, David Bodicoat, Tony West, John Williamson, Jack Turner, Richard Graham, Peter Scott, Mark Danson-Hatcher, David Howes, Robin Barker, Richard Hardy, Duncan Harvey, Andrew Comben, W B Turner, Jack Fisher, Adrian Auer-Hudson, David Crossley, Paul Greenwood, Richard Allsopp, Martin Burr, John and Jenny Williamson and Colin Todd.

2. Minutes of the 2008 AGM

The minutes of the 2007 Annual General Meeting, which had been published in *Forward 156* were accepted as an accurate record on a proposition by Alan Ashurst and seconded by Dave Smith. They were then signed by the Chairman.

3. Matters Arising

Stephen Gay asked if anything had been done regarding his suggestion last year that a note be placed in *Forward* of all exhibition events for the coming year. Bob Gellatly said the publication dates often made this impossible. He did suggest that the GCRS Forum on Yahoo is more suitable for obtaining this information. Discussion followed.

4. Officer's Reports

Chairman's Report

Mike Hartley said that the year had been relatively quiet. The main event of the year had been the Edgar Fay Centenary Special at Loughborough in October. *Forward* is, for many members, the main reason for joining and this continued to be a quality publication. He thanked the other members of the committee.

Secretary's Report

Brian Slater said that three committee meetings had been held in the past year and that any member could attend committee meetings, the next being at Ruddington on June 6th. Help is still required in manning the society stand at various exhibitions throughout the country and for someone to step forward for the two vacant positions on the committee, or volunteers to be ex-officio committee members. Without new blood, the society will not be able to continue. He thanked Richard Shaw for help at Sheffield, although he was not then a member.

Treasurer's Report (including Membership Secretary's Report)

Eric Latusek reported that membership was 479, a decrease of 11 on the previous year. He had produced a handout showing details of the membership which were explained in full. Five members had died during the year. To date, 84 members had not renewed their membership compared to 82 the previous year and invited any present to renew. 6 new members had joined since 1st April. 45 members now pay their subscription by Standing Order and anyone wishing to do likewise should contact him.

Copies of the accounts had been handed out which he commented upon. The adjusted balance at the end of the financial year was £8,734.20 compared to £7,085.70 in the previous year. This figure includes an amount ring-fenced for the archives and a £1,000 bequest from the estate of late member John Davies.

The accounts had again been audited by Martin Gray (ACMA) and Eric thanked him and said that next year will be his 20th! Eric made comments on the accounts; subscriptions provide the main income, sales had increased owing to the sale of model kits and back issues of *Forward* on CD. A new item was made receipts for the Edgar Fay Special lunch. On the

sales side, printing of *Forward* and postage constituted the main expenditure. An amount was shown for the Edgar Fay Special costs, which as the society had paid for Mr and Mrs Fay, almost broke even.

Finally, Eric commented on subscriptions. These had not been increased since 2003 and we are just about breaking even. As there are likely to be increases again in printing and postage, the balance will be eroded. The committee therefore propose that as from April 1st 2010 the subscription rate should be increased to £14 per annum. For next year only, anyone who pays their subscription before April 1st will pay a reduced rate of £13. The increase was proposed by Eric, seconded by Brian Holyland and voted for unanimously. Stephen Gay asked if Eric was given reasons for non-renewals. Eric said that only a small number gave reasons, these were mainly following a change of interest. Many of those who do not renew have only been members for one or two years and it may be that they did not get what they wanted from the society.

The acceptance of the accounts was proposed by Geoff Burton, seconded by Trevor Peat and agreed by the membership.

Editor's Report

Bob Gellatly said that he had produced issues 156 to 159 of *Forward* since the last AGM. He had received sufficient material for publication and thanked those who contributed. A small change in production had occurred in that the font now used is Verdana as the printer's software did not recognize Tahoma. Feedback about *Forward* over the period had been positive, with only one negative comment. He thanked others for their help in the production of *Forward*, especially Eric Latusek, Colin Todd, Mike Hartley and all the contributors.

The website, www.gcrsociety.co.uk, continues to provide information about the society and its events. Since December items from the estates of Graham Lee and Brian Leslie had been sold via the website and at local group meetings in Sheffield. He had purchased on the society's behalf two display stands, one for use in the north and the other in the south.

Northern Area Rep's Report

Ken Grainger said that as of last year he had ceased to be the organizer of the Rotherham Group, passing this over to Mick Hayes. He had given a number of talks, mainly on GC topics, at which he has also promoted the society. He is the secretary of the War Memorial committee and is still tracing the men whose names appear on the memorial. His main disappointment was that the proposed trip to the war graves in France and Belgium, where ex-GC men are interred fell through. He and other members are still hoping to go to the war graves, but the tour will not be exclusively to those cemeteries where GC men are interred. Another disappointment was that the Killamarsh station buildings could not be found a railway home. It was sold to a local farmer who has yet to move it. The Wensleydale Railway is still interested in having the building. Ken said that he was a point of contact for those requiring information.

Bob Gellatly asked if any progress was being made with siting the *Valour* nameplate at the Royal Victoria Hotel? Ken said that he was hoping to arrange an event in July for its unveiling along with Graham Lee's painting of *Valour*. Eric Latusek asked whether any maintenance was required for the memorial. Ken said that so far, the memorial is in the same condition as when dedicated.

Midlands Area Rep's Report

David Bodicoat had advised the secretary that he had no report to make.

Southern Area Rep's Report

Richard Butler said that he had hosted the Autumn Meeting at Aylesbury and taken the society stand to Alexandra Palace. He had also represented the society at the Princes Risborough model exhibition. He will be taking the society stand to Stoke Mandeville for Railx in late May. He looks after the London Group with Len Bunning: they had had a

guided tour around Docklands, a bus trip to the Nene Valley near to Wellingborough and a trip to the Greenwich area. He thanked Ken Grainger for arranging the Remembrance Day event at Marylebone. Although not finalized, the Autumn event may be at Nuneaton.

Model Steward's Report

Tony West's report was read out by the secretary.

He referred to John Quick as being a hard act to follow. So far, the only queries he has received were by e-mail on the GCRS Forum website, which has over 200 members and provides an almost instant response. The next year looks as if it will be good for 7mm modellers, with a number of manufacturers developing products, after discussion with each other in order to avoid duplication. Transfers should also be available (in 4mm as well). He thanked John Quick for providing the artwork for loco lettering. In 4mm scale, Bachmann should be launching an 8K (O4!) and there will be etches for a GC Atlantic from Worsley Works.

Archivist's Report

No report was received.

5. Election of Officers

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

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

In the absence of any other nominations, their appointment was proposed by Paul White, seconded by Frank Stratford and agreed by all present.

6. Any Other Business

An e-mail from Richard Hardy was read out by the secretary. In it he remembered his last visit to Mansfield which was in 1938! He recollected the tortuous route taken involving bus as well as rail.

John Quick had advised the secretary that he had written an article on Brackley Viaduct for the Internet based magazine *Forgotten Railways*. A number of photographs had been credited to his collection whereas he had made it known that they were from the GCRS Collection. John apologized for this mistake.

Along with his apology for absence, Richard Tilden-Smith had sent an email to the secretary outlining the plans for the proposed GC Gala at Ruddington on July 11th and 12th (see details on p6). He hopes that GCRS members will give the event support.

Stephen Gay thanked the regional group organizers for giving their time and effort.

Mike Hartley referred back to the Edgar Fay Centenary Special when *Tornado* was also in steam.

Stephen Gay asked that the passing of former member John Willerton of Grimsby be recorded.

7. 2009 AGM

Proposals included the Manchester area, Gorton, Marylebone, Wrexham and Altrincham. The committee will discuss and arrange a suitable venue.

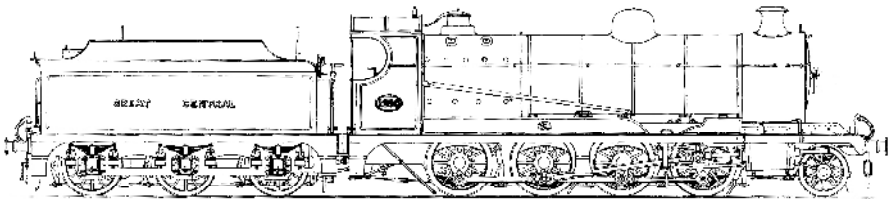
The meeting was closed by the chairman at 12:20.

Welcome to the following new member

Mr M. Dennett, 16 Freeby Avenue, Mansfield Woodhouse, Notts

GCR themed event at the Transport Heritage Centre, Ruddington, Notts

This will take place over the weekend of 11th/12th July 2009. The Robinson O4 will be making its first appearance at Ruddington. Its boiler ticket is due to expire after this event so it may be some time before it will be seen in steam again. The new platform (called 'platform 1') will be officially opened on the Saturday and it is hoped that Edgar Fay will be present to do the honours. The miniature railway will be busy as the NSMEE celebrate their 80th birthday that weekend. There will be a marquee for the sale of real ale. The GCRS will also be present with a stand. Please support this event if you can.



On 30th March it was announced by the Great Central Railway that the purchase of the goods office at Loughborough had been successfully completed. The building will be known as Lovatt House in recognition of the work done by the late company secretary, Richard Lovatt, and his father before him. Fund raising is still continuing in order to refurbish the building.

photo: Bob Gellatly

On Great Central lines today

by Kim Collinson

From January EWS has become part of German Railways and is now known as DB Schenker. The economic downturn is now affecting various rail operations and some of those with operations over GC lines affected are as follows. From the 9th March the 10:17 Marylebone-Wrexham and 17:23 return service has been withdrawn and the 12:17 from Marylebone and 15:23 return now only run to and from Shrewsbury only. The Jarvis Fastline service between Doncaster and the Isle Of Grain was withdrawn from the end of the first week in March, one of the final workings was on the 3rd March when 56303 passed Conisborough at 11:38. Steel traffic has been badly affected with the flow from Tinsley to Seaforth Docks at Liverpool finishing and traffic on the Deepcar branch sometimes only running 3 days a week.

The first steam hauled service over GC lines in 2009 was on Saturday 28th February when 70013 *Oliver Cromwell* worked a special from Cleethorpes to King's Cross via Scunthorpe. This was followed by several interesting workings when on the 24th March the newly built pacific 60163 *Tornado* passed through Woodburn Junction at 12:06 en route from York to Barrow Hill. Then on the 31st A4 Pacific 60009 *Union of South Africa* also passed Woodburn at 14:25 en route to Barrow Hill. Both locos were exhibits at the Barrow Hill Gala Weekend of 4th/5th April.

There have been several fascinating workings through Penistone this year as follows, on the 16th February a Derby to Huddersfield 5-vehicle structure gauging train passed at 21:25, top and tailed by class 31 locos 31601/02, a type not seen for many years on this line. Then on Sunday 29th March the first steam hauled passenger train for 40 years, worked by 76079 and 45407, was held in Penistone platform from 14:42 to 14:50 waiting passage over the single line to Huddersfield. The train was a railtour from and to Manchester Victoria, and it certainly brought out crowds of people to witness a unique event, one which many people thought they would never see again. On Saturday 11th April the first Green Party railtour over the branch since 1998 ran from Huddersfield to Oxford and return, top and tailed by 57601 and 47854 which passed Dodworth at 07:26.

The Deepcar branch has also seen a railtour this year on Saturday 4th April when a special from and to King's Cross was worked by 67001/67028 and was observed at Wharnccliffe Wood at 17:20, returning at 17:35. Class 37 locos still continue to appear on workings over the GC despite their dwindling numbers. On the 7th March, 37605/09 were observed passing through Kirton Lindsey on a Network Rail track assessment train. The class 08 350hp shunters, which have been a commonplace sight in the yards and terminals of the GC for over 50 years, are now reduced to just a few operational locos with only four working examples still in use at GC locations in 2009, these being 09023 at Immingham, 08623 at Tinsley and unidentified examples at Trafford Park and Scunthorpe Steelworks.

Work on the renewal of the National Grid power cables through Woodhead Tunnel appears to have stopped as on a visit to Dunford Bridge at the beginning of April the contractor's work site had been dismantled with only a security portacabin remaining at the location.

Bridge strengthening work completed on the line north of Penistone has allowed another loco hauled service to pass through Penistone, the 3rd passenger special this year, on Sunday the 26th April when 47851 worked a private charter from Manchester to Wakefield, leaving Penistone at 17:56. The train consisted of the luxury Queen of Scots touring set, of which the 1891 LNWR dining car and the 1892 LNWR observation car are among the oldest vehicles allowed to work over Network Rail.

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

The Pollard family railway history – Part 3

by John E. Pollard

I am now moving on to describe my own railway career. My working life started in a factory at Basford near Nottingham making typewriters. I wanted to leave to go on the railway but during the war you had to have a release form from the labour exchange. You had to fill in the form, return it to the labour exchange and wait for permission to change your employment. Another lad and I used to go to the labour exchange in Basford every Friday and ask for the form. After a while the clerk gave us a pile and said, "When you have used them up come back for some more!" So we started to fill them in every day. One lunch time I was with a group of lads at the back of the factory when two big lads grabbed hold of me - one had my hands and one had my feet - and they swung me back and forwards and then let me go. I flew across the entrance to an air raid shelter and landed on the grass bank on the other side. My right arm landed on a house brick and was severely fractured. I was taken off to Nottingham City hospital where my arm was found to have eight fractures! I did not know at the time but this was my release ticket. Dad got me a job as lamp lad at Annesley. Before I could start I had to go to the City Hospital one Monday to have the plaster removed and then on the Tuesday to Nottingham London Road station for my medical. I passed and started my railway career.

There were two sets of lamp lads at Annesley. There were the signal lads - Alan Hole was one and later a lad I knew, Roy Turner, was the other. We all finished up in the loco. Alan did the main line signals, that is Annesley North and South lamps, also the four boxes in the yard. His was the biggest round. Roy did the GN lamps at Newstead and Annesley GN Junction boxes. The brake lads, of which I was one of three, had to work three shifts - early days six till two, mid-days eleven till seven and afternoons two till ten. We could not work nights because of our age. The early day and afternoon shifts looked after the passenger trains that stopped at Hollin Well & Annesley station. This was a wooden platform station for yard staff and for people to get to Hollin Well golf course. They also had to collect all the tail lamps that came in on the bank, both on the up and down side, clean them, refill them, then put them on the shelves in the lamp cabin for the guards to pick up when they needed one. Then they had to take a brush, dustpan and oil can, see the foreman to get the details of where they were and go down the yard and clean the brakes out for the guards. This meant sweeping the floor, emptying the ashes out from the stove, making sure there was some coal in - this was no problem as there was always plenty of spillage around - then cleaning and filling the side lamps. We knew these as "side decks". On some of the Queen Mary brakes these were built into the brake sides in diagonal corners.

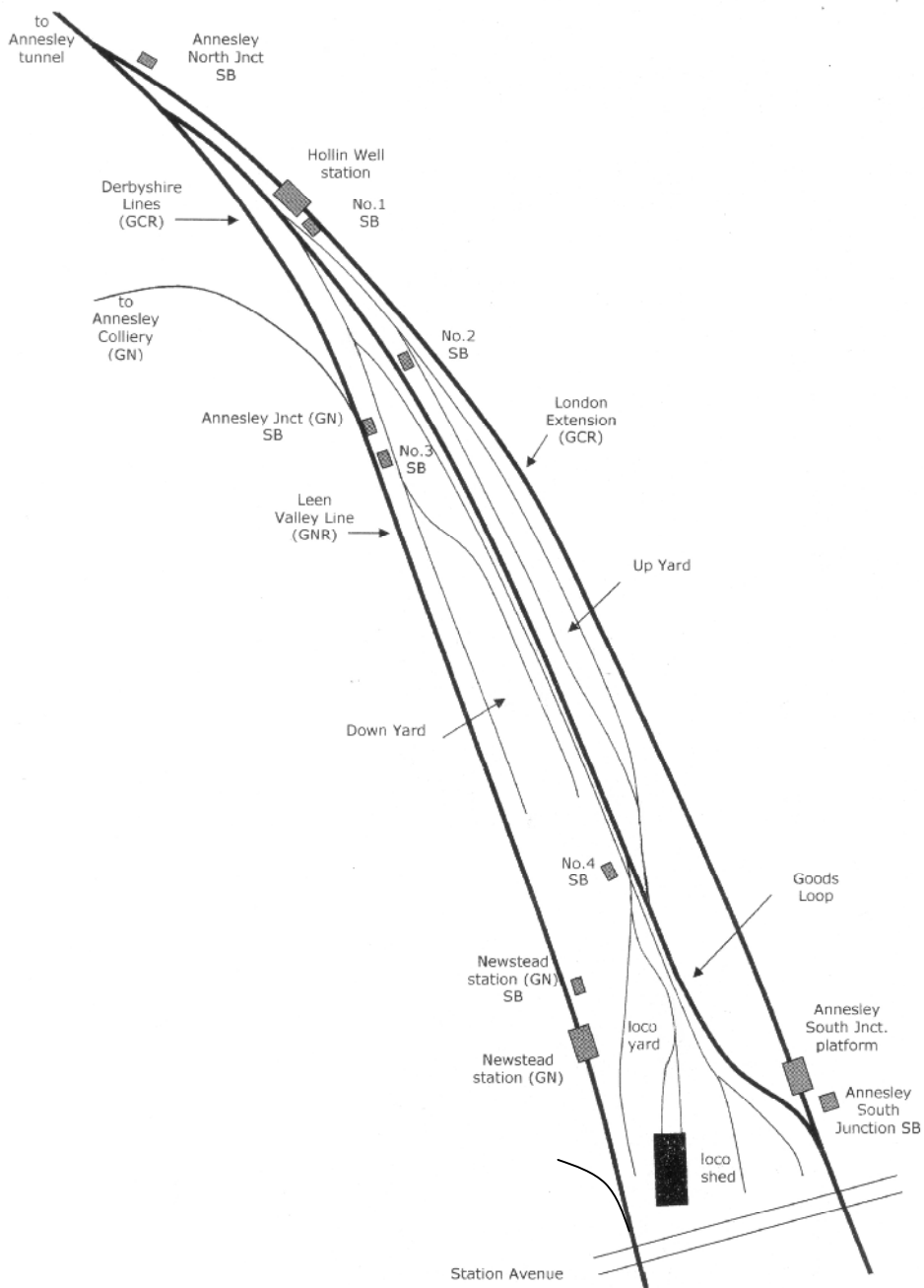
The eleven to seven lad started his shift by collecting the mail from the yard master's clerk and then went round the yard delivering it. He started with No.2 box, then the up side foreman's cabin, then up to No.1 box and then to Annesley North box. If there was a local due, you got a ride down to Annesley South where there was a small wooden platform for the loco men and south end staff. You took any mail to the South box, then it was across to the loco shed where you could have a good look round without any one getting onto you. After the loco it was up to Newstead box, then to No.4 box, then to No.3 box, climb the bank to Annesley Junction box, back down into the wagon shop office and finally back to the yard office. As well as dropping mail off you also picked up any as required. Then it was a case of seeing to the passenger trains, cleaning the inspector's cabin and when he had gone home, the yard master's office, leaving coal and sticks for the day lad to light the fire next morning.

Fetching the tail lamps in was a heavy job on the day shift as you got the lamps that had been left overnight. When the foreman got to the brake van he would climb in, take the brake off, and as he came out he would lift the tail lamp off and put it on the top step facing backwards. As he ran the train off and the brake van came by he would take

the lamp off and put it down on the side of the path. Then the lamp lad would go out and collect them in for cleaning. When he had cleared the up side tail lamps he then had to start clearing the down side lamps. This meant crossing the up loop line, the up goods line, the down goods line, across the front of the wagon shops, and crossing the down side departure road before starting to collect the lamps to carry them back to the up side. I could only manage four at a time, two in each hand.

When we got the chance we used to ride the brake vans down the sidings. I was asked up once and climbed into the van on the down side. The foreman said, "Empty road." Young Jack hooked the brake off and away I went. I thought I was going a bit fast so I started to wind the brake but nothing was happening. There was a marker on the screw and when this got to the top and the blocks still had not touched the wheels, I thought I had better get out fast. I ran to the door and realised I was at the wrong end so started for the other door, but it was too late. The van hit the stop blocks and stopped but I didn't! I flew forwards, hit the door and landed in a heap. I got up and climbed out of the van and looked down. "Great", I thought, "it's still on the road." Then I saw that although the wheels were on the rails there were no rails between the front and back wheels of the van. The van had pushed the stop blocks back about eight feet! The signalman in No.4 box had heard the bang and phoned No.3 box. As I was walking back I met the pilot engine coming down the road, he stopped and I got on. The foreman who was on the engine asked what had happened. I told him the brake did not work. "Let's have a look," he said, "the tapper is coming." We reached the van. The foreman had brought a chain with him. He coupled the brake on to the pilot, then tied the stop blocks to the brake van with the chain. The foreman told the pilot driver to set back slowly to pull the van and the blocks back. This was achieved and after an inspection he said, "The rail only wants new bolts in - no serious damage done." The tapper then came to examine the van and said, "It was a defective brake, it wasn't your fault." He then put a red card on it. The foreman asked the platelayers to put some fishplate bolts in but they made a song and dance about it. The yard master got to know and I was on the carpet the next day. I got a good telling off but was cleared of causing the damage as it was a defective brake on the van. A letter was sent to the up and down side foremen saying that lamp lads were not allowed to ride brake vans down the sidings any more, and to make matters worse I had to deliver the letters.

Shortly after that, I applied to go into the locomotive department and was accepted, starting in early 1946 at Annesley loco as a cleaner. We did not clean many engines as we were used mainly as shed labourers. We had to take engine parts that needed repair to the Annesley South platform and put them on a passenger train to go either to Gorton or Doncaster and pick up any parts that came back for our fitters to put back on the engines. We also unloaded stores such as brake blocks, fire irons, fire bricks and oil. We handled just about every part of an engine that we could. We also got the job of cleaning the ash pits - this entailed getting into the pit, throwing the ash up onto the side, then throwing it into a five plank wagon. The foreman always told us, "Fill the wagon and you can go home." There were normally four of us to a wagon and I reckon we did well as we never worked an eight hour shift on this job. We usually went home in just over six hours. Another job we got was on the coal stage when the coal hopper broke down and engines had to be coaled by hand. An engine used to push about five wagons up onto the coal stage where there were six tubs. We dropped a wagon door, then started to shovel coal into the tubs. I think they held about half a ton of coal each. When an engine came under the run-out that stuck out over the tender, we pushed a tub out onto the run-out. The trick was to pull the catch over just as the wheels hit the stop at the end of the run-out. With the tub well loaded at the front end, this would make the tub tip up and the coal empty out into the tender below. When you had dropped the coal, it was a case of two of you hanging on the back of the tub and pulling it back down onto its wheels and then pushing it back to the coal wagon to be refilled. We used to take it in turns to fill and empty the tubs. It was hard continuous work as at that time we had a lot of engines coming into Annesley. Youngsters of our age would not



*Schematic diagram of the layout at Annesley.
Computer graphics by Bob Gellatly.*

be allowed to do it nowadays. If fact they would still be at school! You didn't get many breaks on that job and always went home tired out.

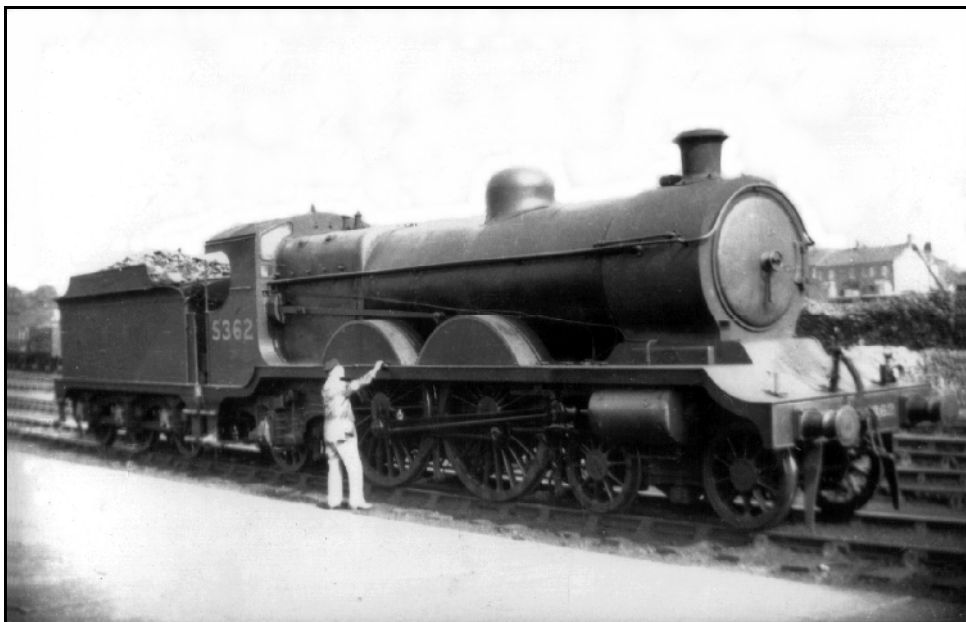
Another job we had was at the sand house. You shovelled sand out of a wagon at the back of the sand house through a trap door in the sand house wall into a hopper. There was a furnace under the hopper. As the sand dried it dropped onto a grill which sieved the sand, catching any stones, and the dried sand fell into hoppers either side of the furnace. You filled the sand buckets for the engine sand boxes from these hoppers. After a short while I had the good luck to be put on what we called "nobbing up". I needed special permission for this job as I was still under sixteen and it entailed working nights and Sundays. I worked with a driver and fireman shed setting. We worked all three shifts – days, afternoons and nights, including Sunday. At that time we were on a forty eight hour week and Saturday was just an ordinary shift. We were bringing engines off the ash pits and placing them to the running foreman's orders and getting engines that had been under repair and putting them where they could be right for fire lighting.

One of my jobs was to clean the running foreman's office. This meant sweeping the floor, emptying the ashes from the fire grate, and getting coal in. The staff on my shift were running foreman, Frank Wynn, and time clerk, Danny Wynn. They were not related. When I was sweeping up once, Frank said, "Sweep the dust through this knot hole in the floor and when it reaches the floor boards I'll give you ten bob." Now when no one was about I used to put the ashes from the fire down the hole as well. I also used to fetch small coal slack and anything else that would go through the hole. One night I saw Frank with the brush stale down the hole spreading my heap about underneath and I realised there would never be any ten bob coming my way. The other shift foremen were Jack Swan and Bob Bell. They were all good men to work for.

Annesley was a single ended six road shed with the open end facing north. The roads held about five tender engines. There were three water cranes, one between each pair of roads. Down the west side of the shed was the slip road – this held the breakdown vans and the steam crane. After the crane went to Colwick we just had packing vans for local derailments. At the side of the slip road were the sheer legs. When you came off the ash pits you ran onto the sheer legs, then set back up the road to get onto the shed front. Next was the furniture road. This was a short dead end where we used to unload all the stores. I never knew why it was called "the furniture". There were two ash pit roads known as the long pit and the short pit, a sand house road, four roads at the back of the old coal stage for storing loco coal and a short dock road for the lime wagons near the water softening plant. Up near Annesley tunnel was the pump house with a large water storage tank on top for the loco supply. Annesley water was not much good and after a while we got four water tank wagons sent to the depot, two for the loco and two for the yard, one in use and one being filled at Basford carriage sidings, so we could have some decent drinking water. The powers that be put two roads in on the east side of the shed and built an oil storage tank and heating plant for oil burning engines but I don't think we ever got any at Annesley – I never saw one. These two roads were used to store dead engines.

I signed on one morning and the foreman said, "You'll be seeing Inspector Brooks today." I had just turned sixteen and along with three other cleaners had to wait for the inspector. He came about nine o'clock. We were questioned on rules and then asked questions about the engines. We had to climb onto an engine in steam to show we knew how to work the injectors. Then he asked about the equipment and tools required. Afterwards he told us we had all passed but still had a lot to learn. At that time we did not realise how much!

We were then put on two shifts, days and nights. We were usually in a group of four. My group was Harold Storer, Roy Penny, Gordon Camm and myself. We stayed together until we went out firing regularly. Now we actually got to clean engines. The day shift usually cleaned the engine for the fish train. The night shift got the Mansfield-Banbury



LNER class C4 4-4-2 no.5362 receiving attention.

photo: GCRS Collection

passenger engine to clean. This was usually one of Annesley's GC Atlantics - we had three at that time, nos.5194, 5362 and my favourite 6088. (I was lucky enough to fire her a number of times later on, not on fast trains but on the Rothley job.) With just being passed we were well down the list so it was a while before we got any midweek firing turns but we did get the occasional weekend job on a Saturday when the regular fireman wanted a shift off. My first turn was with a young passed fireman. It was usual for a young passed fireman to get a young passed cleaner. He could get you out of trouble by using the shovel if necessary. We were sent to Bulwell to bring a "Jazzier" light engine up to Annesley. Not much of a trip but I could brag about it for weeks - while out on the main line the rest of my shift were on preparation and disposal, "put and get" as we called it.

One night we were cleaning no.6088 for the next day's passenger train when one of the lads noticed two lines running round the boiler. He scraped one with his pen knife and found it was red underneath. When he scraped the other it was white, so we all set to, scraping. We also found that the rims over the wheel splashers were brass. These got cleaned off. Then it was the turn for the cab side where there were red and white lines round the numbers. When the foreman cleaner on our shift, Fred Mensing, came round and saw what we were doing, he took two of us to the stores and we were issued with wire wool, clean cotton waste, polish and clean oil. By the time the driver and fireman arrived to take her off shed the copper and brass on the footplate shone. We had blackened the firebox back plate, and cleaned the rods and wheels. The driver said he had not seen a GC Atlantic so clean since before the war. That morning all four of us had happily done unpaid overtime and as we stood at Annesley South Junction to watch her go by on the Mansfield-Banbury passenger we got a whistle and a wave from the driver. We kept her clean all that week and got a lot of pleasure out of it. As the loco was due off shed at about 6.05am and my shift ended at 6am, the driver offered me a lift home to Kirkby Central for the rest of the week.

We started to get firing turns on the yard pilots. Number one was the up side pilot and number two was the down side pilot. Then there was the wagon shop pilot. The yard

pilots worked three shifts. The wagon shop pilot worked two shifts. The engines at that time were usually GC tank engines. Later we got some GN tank engines. These were very strong. Once when I was with a driver we knew as Cus Wilkinson (I never knew his real first name), some Colwick men were trying to back a train off the down bank towards Annesley North and did not seem to be getting anywhere. They had an Austerity 2-8-0 and she was just slipping continuously and could not keep her feet. She kept sliding back down towards the yard. The foreman shunter came to Cus and asked him to give her a push out. I think we had no.8975 at the time. When we got up to the train the Colwick driver came over to my mate and said, "What do you think you're going to do with that thing?" Cus just said, "Get back on your engine, take the brake off and don't open your regulator." We had a full head of steam and a full boiler and a good fire on. When the Colwick man gave us a whistle my driver opened her up, put some sand down, and we pushed his engine and train straight over the bank and out of the yard. We stopped just short of the outlet signal and dropped back down the yard. When the Colwick man came back over the bank towards Annesley GN Junction signal box he gave us a wave and a whistle. Even the fireman came to our side, took his hat off and gave us a wave. As I said they were strong with big cylinders but were hopeless on the main line. The boiler was not up to it. You could not keep top side of the steam and water and often had to stop for a blow up. They were not too bad with a light train and were perfect shunting engines. They could drag a train up the bank then stop and set back knocking wagons off. It was on these jobs that passed cleaners first had hold of the regulator. First the drivers would try us light engine, then on light shunts, until they knew they could trust us not to do something stupid.



Gresley's LNER class J50/2 0-6-0T no.8935 at Annesley shed in 1948. These small locos had a T.E. of 23,635 lbs, almost the same as a class A5 4-6-2T.
photo: M.Peirson

During the shift we had to clean the fire and empty the smoke box, check the lamps to see they were clean and full of oil. There were four lamps on the pilot engines, one over each buffer, back and front, with a red and white at each end. The white lamp was always on the main line side. I have seen photos in various books of engines with two lamps on the front with the caption saying "express headlights" when in actual fact it

was a yard or station pilot engine. The up side pilot had to draw wagons out of the up sidings and make transfer trips to the down side. This meant pushing the wagons down the engine line towards the "stacks". This was an area on the east side of the loco where wagon shop men broke up defective wagons that had been condemned. They also occasionally broke up coaches. They would cut the bolts holding the coach body to the frame, jack the body off to one side and set fire to it. Returning to the pilot's transfer run, when on the "stacks" the signal man at No.4 set the road for the down side reception road, either one or two. He then drew up to the signal at No.3 box until they were ready for him. Then he drew the wagons up the bank, shunted them off and dropped down into the yard where the guard had been getting a load of transfers ready to take back to the up side. The pilot then drew them out of the down siding and up to Annesley north where he crossed over and set back into the up reception sidings, shunted them off and got ready for another trip. If you were not wanted straight away you were stood to one side, either at the end of number four road or in the brake van shunt.

The down side pilot had to draw the trains off the two reception roads up onto the down bank and shunt the wagons off into the yard. They never had time to do transfer runs as they were always busy. The wagon shop pilot had the easiest job. On days you just had to take out the repaired wagons into the down yard and take condemned wagons and coaches onto the "stacks" for breaking up. The afternoon shift used to shunt the north end of the wagon shops. When the men had gone home at night they would fetch any cripples that had been left on the down side and put them in the north end of the wagon shops. In the dead end at the north end of the down bank, in a short shunt road was the Ambulance van. If an accident occurred the wagon shop pilot picked the van up, put express headlights up, got a guard, picked the injured man up and went express to Nottingham Victoria. After handing the casualty over, you put light engine lights up (one lamp in the middle of the buffer beam) and went engine and brake back to Annesley, returned the van to the shunt and carried on with the wagon shop duty.

One Monday I was on the wagon shop pilot with a "Pom Pom" and my driver was Bernard (second name best forgotten). We had a call to pick the Ambulance van up and go on the shed. A contractor working on the shed roof had fallen and had a back injury. It turned out the man had broken his back. I put the express lights up and we were ordered to take him to Nottingham, but my mate refused unless they could get to a water column first and fill the tank. We had gone off shed with a full tank and there was less than six inches gone out but he would not leave the loco. The shed foreman lost his temper but Bernard was adamant. In the end the foreman relieved us and sent another crew out with the ambulance van. I think the thought of a fast run on the main line was more than my mate could face after years of pottering about on the wagon shop pilot. Sometime later Bernard came on one Sunday morning and the foreman gave him his engine number and told him it was on number six road all ready for leaving the shed. All the drivers, firemen and fitters, were stood there waiting to see what would happen. Bernard and his mate came out and walked across the shed front to number six road. A few minutes later Bernard came running out (the only time I ever saw him run) all in a lather. He went to the foreman started babbling, "I'm not taking that! I'm not taking that!" The engine was the Gresley A4 Streamliner *Woodcock*. She had come to Annesley to test the new electric turntable and the foreman could not resist having a bit of fun at Bernard's expense. He gave him the correct engine number, which was one of the class J50 tanks.

During the winter of 1946-47, which was a very bad one, if we had not got a firing turn we sometimes got the frost fire job. This was lighting and keeping the fires going in the big burners at the water columns to stop them freezing. There were three on the shed front, one on the ash pits, one on the down goods near No.1 box and two at Newstead station (GN). There was a fire in the turntable pit on the shed and in the turntable at Newstead station. The columns at Newstead were parachute tanks. They were only used

ANNESLEY M.P.D. 1959



TO SHEFFIELD

TO NOTTINGHAM
(VICTORIA)

UP YARD - 19 TRACKS

DOWN YARD -
18 TRACKS

1. COAL STACKS
2. C+M DEPT.
3. 76-FOOT TURBIDABLE
4. COALING PLANT
5. MESS
6. ASH PITS
7. COAL STAGE
8. EXAMINATION PITS
9. ENGINE SHED
10. SHERBLES
11. OFFICES/STORES/FITTERS
12. C+M CABIN
13. WATER-SOFTENING PLANT
14. COACH BODS - DISUSED
15. LAVATORIES
16. COAL SHED
17. EMERGENCY WATER TANKS
18. FIRST-AID POST
19. CYCLE SHED
20. OIL STORE
21. COTTAGE
22. CANTEN
23. STORES
24. SAND DRIER

NEWSTEAD
LODGE

Drawing by
Lawson Little

to top up your tender if it was very low as you had to wait for the tank to fill again to get a full tender. By the time you had done your round it was time to start off again. You were in trouble if you let a fire out and the column froze. On the main line the train crews kept the fires going and made sure there was a good stock of coal at each fire. When the heavy snow came it caused havoc. The cleaners who had not got firing turns were used for snow clearing. Points had to be kept clear. Even trains had to be dug out. A Sheffield-London passenger got stuck in the cutting between Annesley North and South. Three engines were coupled together and sent out to rescue the snow-bound train. Each time they got stuck we shovelled the snow away and they had another run at it. Eventually we got through to the express only to find that the train loco had not got a front hook on. We had to set the three engines back to South junction, and then uncouple the train engine, a "Springbok", so she could also run down to South junction and into the yard. The three engines then came back up and pulled the train through the snow drift down to Annesley South. The train engine was put back on and she eventually got away nearly three hours late, which wasn't too bad considering the difficulty we had.

We got another one stuck in the snow on the GN line between Linby and Newstead coming up to Annesley. The foreman sent us down. When we got to the train it was an Austerity 2-8-0. They tried to pull the whole train out but couldn't. They finished up moving one wagon at a time. It was a long job to clear the train. The guard used up all his wrong line order forms that night. Where I live now at Sutton in Ashfield is quite close to the now-closed GN line from Kirkby South to Langwith Junction. Back in 1947 a train was stuck there for a week in a cutting - you could only see about three inches of the chimney above the drift. It was a GC "Tiny" with a load of coal from Silverhill Colliery to Annesley. During this period I had a week on Kirkby Bentinck pilot. We always had a "Pom-Pom" on this job. There were three sets of men stationed at Bentinck who worked the pilot on a regular basis. If one went sick or had a holiday, a fireman or driver from Annesley covered the turn until they came back to work. The driver I was with that week was an ex-Annesley man who had transferred to Bentinck to get regular shifts. His name was Albert Bates but we always knew him as Nunca Bates. They covered the five local collieries, put empties in and took the coal out. Bentinck and Langton coal was stabled at Bentinck. New Hucknall, "B" Winning and South Normanton coal was put in New Hucknall sidings. We were pushing some empties into South Normanton sidings and Nunca stopped the engine and said, "We have gone too far." There was a footbridge over the sidings and the shunter used to go on the bridge and call us in. I could see his lamp showing a green light swinging from side to side and I said, "He's still calling us in steady." "Never mind that," said my mate, "we're too far in. Go and see what has happened." I got off the engine and walked through the snow to the bridge where the green light was still swinging from side to side. When I got up onto the bridge I found the shunter flat out on his back unconscious. The lamp was hanging on a wire swinging in the breeze. I stopped it and turned it to red. I got the shunter sat up. He had slipped on the ice and bumped his head. I got him to the engine. Nunca told me to go and see what had happened to the train, so I set off again, this time I went right up to the end of the road. It was on a rising gradient and we had hit the stop blocks. The severe cold had made the bolts brittle. We had pushed the stop blocks and about six wagons down the bank at the end of the siding. I hooked off at the last wagon at the end of the road, went back to the engine and told my driver what had happened. There was a full moon and what with the snow it was almost like daylight. I had a great time that week. After the thaw set in we were getting regular firing turns and I never went back cleaning. It did not take long to get my 312 turns in to pass as a regular fireman. Normally when Annesley passed cleaners they were sent to see the inspector at Nottingham Victoria. They went four at a time. After the oral test they were taken down to the up main line platform and put on an express: the first one worked to Loughborough, the second one on to Leicester, then the other two did the same coming back. It was usually a "Springbok" or a "Green Arrow" or even a Pacific. I went down on my own to Nottingham. There was a Colwick lad there as well and we climbed the clock tower to

get to the inspector's room. The clock tower is all that is left of "The Station" now. The inspector, Mr. Whitehead, was a very strict man and he put us both through it, but we passed the first part. Now came the practical bit. I was hoping for a "Springbok" but what I got was a shock. We walked over to a GN engine in the bay, to what I now know was a class D2 4-4-0. Mr Whitehead told the Colwick lad and the fireman to get in the first compartment. We would be going as far as Aslockton. The inspector and I got on the engine. I had only ever seen one of these before as we were passing through Vic station once and my driver told me, when I asked, what it was. He had said, "A GN bogie four." When I had hung my bag and coat up, I told the driver that I had never been on one of these engines before and as I had never been further than Netherfield and Colwick, I did not know the road to Aslockton. He just said, "Keep your fire thin and leave the signals to me." We had a good run and when I got off the engine I said, "Thank you, driver," and he said, "You've done alright." I never knew his name. The three of us crossed over to the down side platform to wait for the next train back to Nottingham. The inspector then said to me, "You have passed. Get in the next train and go through to Victoria and then back to Annesley. We will be getting off at Colwick." The Colwick lad only got a short run and his engine was an A5 tank.

I was now a regular fireman. Until I was placed with a regular mate I was spare for a period. On these turns we were all over the place, covering for the regular men. We had some out stationed jobs from Annesley. I have already mentioned Bentinck. There was also Nottingham Vic pilot. On this job it was always a big passenger: a "Footballer" or a "Sandringham" class, and later we had "Springboks". The south end pilot was worked by Colwick then. They usually had a class K2 "Ragtimer". Colwick depot provided both engines. There were also three crews at Nottingham Goods for their pilot. This was usually one of Annesley's "Pom Poms". Then the last was Gotham pilot. These were Colwick men and they usually had a GN 0-6-0. I worked the Vic pilot quite a number of times. This was a good overtime job as you had to sign on to travel out to Nottingham, then at the end of the shift travel back home. The engine was a stand-by in case a passenger engine failed or needed assistance. We also shunted the north end of the station. On one occasion we had to turn our engine and swap over with the engine on a Manchester-Marylebone express. We were left with an invalid A3 Pacific until Colwick brought us a fresh engine and took the Pacific back to Colwick for repairs. Another time it was a Saturday and I was on the Vic pilot "Footballer" no.1666 *Nottingham Forest*. She was all bright and clean. This particular day an excursion was running to Manchester as Nottingham Forest were playing Manchester United. A large number of Forest fans were on the station waiting for their train. They stood on the platform facing us as we stood in the middle road. When their train ran in on the down slow platform all hell broke loose. My mate and I thought there was going to be a riot. The powers that be had decided that the Forest fans could be pulled to Manchester by another "Footballer", yes you've guessed it, *Manchester United*. This was another occasion when we had to change engines. So the special train set off behind *Nottingham Forest* and we were left with *Manchester United*.

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The class N5 0-6-2 tank

by Ron Fareham

Thomas Parker, who came from Scotland, succeeded Charles Sacré as Locomotive Engineer of the MS&LR in 1886. He had been Carriage and Wagon Superintendent since 1858, so he had waited 28 years for his promotion to the top job. His engines were, in the Gorton tradition, very solidly built. In the seven short years in the Locomotive Engineer's chair, he constructed 480 engines for the MS&L, most surviving into LNER days and some into BR times.

The only Parker engines at Mexborough in 1940 were nine of the 0-6-2 tank class N5. Built in the 1890s, they were sturdy and comfortable machines, ideal for shunting and short trip work. The driver could perform all his driving functions from a sitting position and at the same time watch the shunter for hand signals. Being a 0-6-2 design, and therefore longer than a conventional 0-6-0 tank, they had a roomy cab with plenty of space to wield a clinker shovel when cleaning the fire. They had the best cab of any steam shunting engine that I knew.

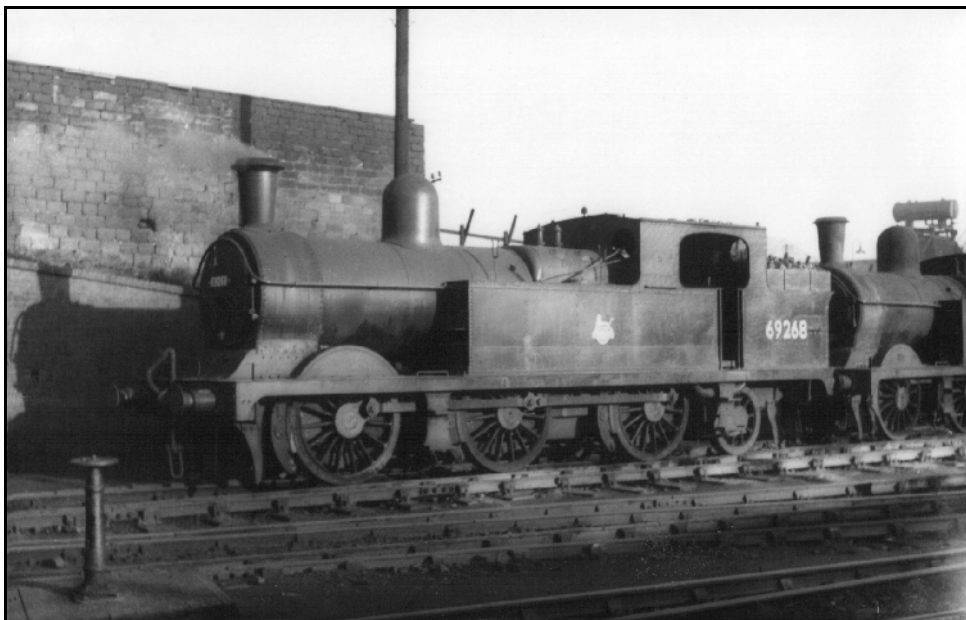
Although used primarily as a shunting engine, the N5 also had other work to do at Mexborough. One was always provided for Wath Main Colliery Pilot. This pit was on the very doorstep of Wath Yard and had a severely curved entrance into the sidings - hence the use of a six coupled engine instead of the usual eight coupled one normally used for colliery work. The use of a small tank engine in this instance was no detriment, as it was always within sight of a water column and the distance from the colliery to Wath Yard with the loaded wagons was less than 400 yards. This pilot was always known as "Wath Anna", though I never discovered the reason for this: it was always shown as "Wath A" in the timetables.

Another job for an N5 was the "Bentley Banker". This name was something of a misnomer as the engine was always operated from Sprotborough Junction, the next box to Bentley. It was used for assisting heavy trains up the $\frac{3}{4}$ mile steep gradient to Hexthorpe Junction. An interesting part of this job was the assisting of coal train trips from Yorkshire Main Colliery to the Mineral Bank at Doncaster. On this job the Bentley Banker acted as the train engine for the short trip up to Hexthorpe Junction as the train did a "Z" movement. When it arrived at Sprotborough, the train drew past the signal box and the Bentley Banker coupled onto the brake van at the rear of the train. The train then reversed up to Hexthorpe Junction with the train engine acting now as the banker and the banker as train engine. On arrival at the top of the gradient, the Bentley Banker was uncoupled from the train by the guard, detaching the coupling whilst leaning from the veranda of the brake van with a shunting pole, the train still in motion. The train then reversed for the second time, the train engine resuming its proper role and taking the wagons down to Doncaster. There were three or four such movements every day. After 7pm the engine abandoned its banking role and went light engine to Doncaster South Yard to work a pickup goods train to Mexborough, always called the "Scuffer" because of the heavy shunting work involved.

N5 tanks also worked the "Flying Flea". This was a local, general purpose pickup train which serviced the local works such as Queens Foundry and the glass works of Dale Brown & Co.. It also shunted the wagon works of Burnett & Co. which now occupied the site of the Old Plant, the original Mexborough shed of the erstwhile South Yorkshire Railway. Its last job was to bring the locomotive coal from Wath Yard to Mexborough Shed. This turn was a considerable work job for the engine crew, but for different reasons. For the driver it was for medical reasons, ill health etc., but for the fireman it was a job one could have if the wife was about to give birth, so that he could be easily reached in the event of an emergency occurring at home. It was therefore easy to spot who was about to become a father.

In 1925 there were 40 engines of class N5 at Mexborough and they were used on all sorts of trip work, usually colliery pilots, but also some longer turns. They were used, for instance, on trips between Wath Yard and Frodingham. This was a distance of 37 miles each way, with water columns only at Mexborough and Crowle, 22 miles apart. The capacity of the tanks was only 1,360 gallons and with lifting injectors, that left little leeway for emergencies. An old driver of mine, Fred Fisher, put the situation to me this way: "If tha looked int tank at Mexborough tha wanted watter; if tha dint look tha alus run through to Wath." The one thing that had to be watched with an N5 was the level of water in the boiler. It is recorded that a few N5s were equipped with superheaters but I never came across one.

Sheffield and Barnsley could always work wonders with these little tank engines; in fact at Barnsley they formed the bulk of the allocation. The main reason for the good work performed by these two depots was, of course, the water. They were both in soft water areas and priming was rare. At Mexborough the water came from a large well on the premises but it was poor stuff for a saturated engine. The well was just 50 yards from the River Don, which was an open sewer. Incidentally, at Crowle, the column took water directly from the canal and, after taking water there, one could occasionally get small fish swimming about in the tender tank.



BR class N5/2 0-6-2T no.69268 at Barnsley.

photo: D.A.Linder Collection

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Book Reviews

"Through Great Central England" by Dave Ablett

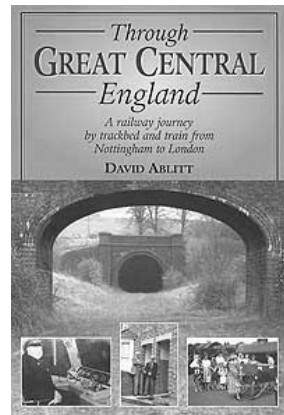
Published 2009 by Silver Link . A5 paperback, 224 pages of text plus 32 pages of monochrome and colour photographs. ISBN 9781 857943 17 7. £9.99.

Let there be no mistake, no-one is happier than your reviewer when browsing through an album of well-reproduced railway photographs but, that said, a good read is a pleasant change. And although of course there are photographs, both from the line's heyday and taken during the 1980s revisits, which is the basis of the text, Dave's 'snapshot in time' survey of the London Extension is a very good read. Where there are still polished tracks, at Ruddington, Loughborough and Quainton Road, then over the flourishing final miles into Marylebone, Dave rode them, but in between he walked, along the trackbed for preference, unless he was prevented by either nature's recolonisation or (generally less gently) humankind's reuse.

But this is essentially a "people" book, with Dave's easy-to-read account of visits to the communities which the railway once served and are now the poorer for its loss, and seeking out people whose lives were affected by the railway. People like George Fox, who as a child saw his home demolished to make way for Nottingham Victoria, or Madge Sleath, a Great Central porter during the Great War manpower crisis, and dear old Jim Anscomb JP, one-time Woodford yard foreman, describing the rise of a railway town (well, nearly) until it subsided back to the rural backwater it had formerly been. Inevitably these were fleeting encounters, but then, in "Meeting Mr. Hardy", our president has a chapter to himself, affectionately describing his beloved Great Central, its locomotives and - as those who know Richard would expect - the men who breathed life into them.

Despite frustrations along the way, this is never a sad book. It is more a celebration that there had ever been the London Extension, rather than a wake for its loss. Negatives? For me, only that Dave's book is a disposable paperback and not the hardback which its substance deserves it to be, and for which I would happily pay more than the modest £9.99 cover price. This is a lovely book. Read it.

Ken Grainger

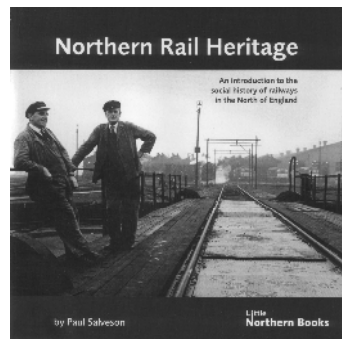


"Northern Rail Heritage" by Paul Salveson

Published 2009 by Little Northern Books, 90a Radcliffe Road, Golcar, Huddersfield HD7 4EZ. Web site at www.littlenorthernbooks.co.uk. 21x21cm paperback, 20 pages of text and b&w photos. ISBN 9780 9559171 1 0. £6.00.

This slim volume describes the social history of railways in the north of England, the area now served by Northern Rail, who have sponsored its production. There is an interesting selection of photographs, all of excellent quality, mostly depicting those who worked on the railway. The author is himself employed by Northern Rail as Head of Government and Community Strategies and the booklet was first produced internally for employees only.

As a GCRS member himself, Paul is offering the booklet to members for the discounted price of £5.00, which includes postage and packing. To obtain a copy, send a cheque payable to 'Little Northern Books' to the address above, mentioning that you are a GCRS member.



Bob Gellatly

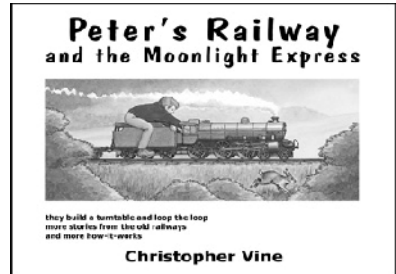
"Peter's Railway and the Moonlight Express" by Chris Vine

Published 2009 by Chris Vine, PO Box 9246, Bridge of Weir PA11 3WD. Web site at www.petersrailway.com. Hardback with dust jacket, landscape format, 96 pages, 30 watercolour illustrations, 7 double pages of diagrams. £11.99 plus £1.50 p&p from above.

This is a book which will inspire and educate children who, feeling that they are now too old for 'Thomas' books, are ready to move on to something a little more in-depth. This book includes good number of diagrams, colourful illustrations, and best of all, an entertaining story that teaches whilst being read, and incorporates many facts.

This fascinating book includes many detailed diagrams of locomotive parts, as well as track.

Particular diagrams to note are: wheel arrangements, boiler & safety valves, cylinders, turntable, and points, all drawn and labelled to be easily understood by children. The story itself features an entertaining look at Peter's farm railway. The main characters involved are Peter, his grandpa and grandma. Peter and his grandpa visit the Romney, Hythe & Dymchurch Railway, and whilst there, as well as making many enjoyable train journeys along the line, study the track layout and the locomotives, which they then proceed to copy back on their own railway. Watercolour illustrations accompany the story which finishes with a Midnight Express taking grandpa to a birthday surprise. Overall, this book is recommended for all children aged 8+ looking to take 'Thomas the Tank Engine' a step further.



Philip Hope (age 12)

GCRS book sales

Second-hand books are available for purchase from the GCRS web site, www.gcrsociety.co.uk/sales. All proceeds are towards GCRS funds. New copies of 'Mexborough' by Mike Brearley are also available.



*We're on our way to Wembley! WCR 47826 leaves Glossop with a football special.
See p42 for more details. photo: Paul White*

Modellers' Corner

by Tony West

Firstly just to clear up any confusion from the last *Forward*, the paint code FSO L50 is the manufacturer's code and to complement it, it is now possible to buy GCR loco lettering transfers for tank and tender sides from 'Steam and Things', an Australian enterprise. The transfers are of the waterslide type and are printed on the ALPS system which is basically computer printed as opposed to the more traditional silk screen method, so are less refined but still very usable. At this point in time only the lettering is available, and it is hoped to have buffer beam lettering and numbering available within the foreseeable future. Prices are very reasonable but depend upon the exchange rate. I purchased a sheet which is enough for 8 locos for £9 plus £4.50 postage and it only took four days to arrive. I then asked for a sheet at a reduced scale to cater for tank locos which carried smaller lettering. I wanted the lettering to be 8½ft long overall and this turned out to be 1/48th scale as opposed to 1/43rd (7mm scale). The proprietor, Robert Kosmider, was very helpful and after payment was sent and acknowledged, took only three days to arrive. Why can't firms in this country do as well as this?. Anyway, as to the quality and appearance, please study the photos opposite and judge for yourselves.

Just landed on my doormat is the latest 7mm resin wagon body from S&T wagon works which is the ubiquitous 16ft 3plk open. Based upon a D6 drawing for a 1909 built batch it can also be built as an earlier diagram but you will need a photo for brake gear details etc.. Liveries carried by these include MS&LR, GCR, GCR engineer's dept, CLC and LNER. What you get is a one piece resin body including all body detailing inside and out, solebars, headstocks and door bangers. This has been mastered by George Godfrey and cast by CMA. Also included is a set of castings for the axle boxes/w irons, buffer sockets, correct pattern vee hangers, buffer heads and three link couplings. Choice of brake gear components is left to the purchaser's preference. Accommodation has been made for most types of suspension including compensation and sprung units. This is a limited batch of 50 castings so if you are interested don't delay as I've had the first 10 already. Price for this is £18.

For those few who are unaware, Bachmann are bringing out an 8K (also known as an O4 in some quarters) in 4mm scale for OO gauge which, given their recent offerings in terms of detail, build quality and digital whistles and bells, promises to be well worth waiting for - and waited we have!.

I am just in the middle of building one of Bill Bedford's D2b 2 plk opens which is essentially just a set of etchings. I will do a 'review' of this later with hopefully a couple of photos.

contact details

Steam and Things.

PO Box 277, Surrey Downs, SA 5126, Australia.

www.steamandthings.com

S&T Wagon Works.

Simon Spare, 82 Clifton Way, Hinckley, Leics LE10 0UZ.

01455 233372

Peak Model Railway Exhibition

Sat & Sun 13th /14th June

Agricultural Business Centre, Bakewell, Derbyshire DE45 1AH

10am – 5pm both days

14 layouts, 11 trade stands, 5 society stands

organised by the Wingfield Railway Group

www.wingfieldrailwaygroup.co.uk



Above – GCR class 9F 0-6-2T no.942 with 'Steam and Things' lettering.

photo: Tony West

Below – GCR class 9K 4-4-2T no.50 with 'Steam and Things' lettering and crest by Fox Transfers.

photo: Tony West





Preserved Great Central Railway Locomotives at Barrow Hill. Large crowds flocked to the Barrow Hill event on 4th & 5th April, attracted by the visit of no. 60163 *Tornado*. After the crowds had gone on the Saturday, BR class O4 2-8-0 no. 63601 simmers quietly next to static GCR class 11F 4-4-0 no. 506 *Butler-Henderson*.
photo by Bob Gellatly

Recent auction items sold at Great Central Railwayana Auctions

(see p17 for auction house details)



An LD&ECR cast iron trespass sign.
Sold for **£350**.



Two Great Central Railway signal box bells.
left : "UP SLOW TO SOUTH"
right : "WEEKDAY CROSS"
Sold for **£380**.



A saltglaze earthenware flagon inscribed
"REFRESHMENT ROOMS G.C.RAILWAY
NEW HOLLAND".
Sold for **£270**.



A rare triple joint railway cast iron trespass sign.
"GREAT CENTRAL, HULL & BARNLEY AND
MIDLAND COMMITTEE".
Sold for **£700**.



A BR(E) dark blue totem sign from Gainsborough Central. Sold for **£1,650**.

Gorton's Drawing Office: some ongoing activities

by Bryan Longbone

The notes that follow come out of two foolscap volumes that I bought off the GCR Society's sales stand some two plus years ago. One appears to have been the workbook of A. Simpson, and the other of J. Parry.

With locomotive output from Gorton Works and other private establishments very severely curtailed during the Great War conflict, along with other criteria of a national scale, activities not of relevance under the normal scale of things cropped up within the drawing office at Gorton. A chronological order, as per each book, is followed in the following notes. Being engineers of the best tradition, there is much longhand calculation attached to each title. The following is the briefest of summaries.

In May 1916, A. Simpson was looking into a marine superheater for the Cunard Line, followed by details of a Federal Line Marine Boiler with the evaporative surface workings taken from Superheater Corporation drawings (this being the company fronting Robinson's patented superheater). The next job in line was a study of a double-ended marine boiler with an 8 foot furnace. A pulverised fuel burner was the subject of the next calculation. A distinctly different job came next - looking into the design of a spur wheel for a 13hp petrol engine drive. Back to ships' boilers - a big job involving a single-ended three-furnace boiler for a French cargo vessel of 5,000 tonne capacity. This was repeated utilising a different method of calculation.

A request from the Admiralty followed involving trawler boilers - this was dated 19th April 1918. More boiler work soon followed care of Amos Smithy of Hull - two in number were worked up. Work was then done for Mann Ateliers & Chanteur de Bretagne on a boiler. Back to pulverised fuel - weights per incremental length for a 7ft boiler were calculated, the total weight being 27.85t. More specifically, the pulverised fuel tender for loco. no. 422 with a water capacity of 4156 gallons was the next job. What may be called a "come down" followed, in that detailed work was done on the classification of the 18t saddle tanks, calculations being worked on with taking a train up a 1 in 30 gradient (73 ton), 1 in 35 (87 ton) and 1 in 40 (103 ton), the obvious query following "where would such apply?"

On the 28th December 1920 a Pacific engine and tender specification cropped up from the Central Argentine Railway (one of Faringdon's overseas interests) concerning an oil burner. Soon after, a note concerning a Belgian State Railway pulverised fuel loco. was entered into the workbook. The date 14 January 1921 saw a return to a four-furnace single-ended boiler for the Furness Shipbuilding Company. Some detailed and involved workings concerned this latter. Two days after Christmas of the same year saw A. Simpson involved with a forged steel header on behalf of the Superheater Corporation. And finally, as you can see, not in exact date order, the 9th March 1921 entry concerned superheaters for Messrs Palmers. Again, these were long and detailed calculations.

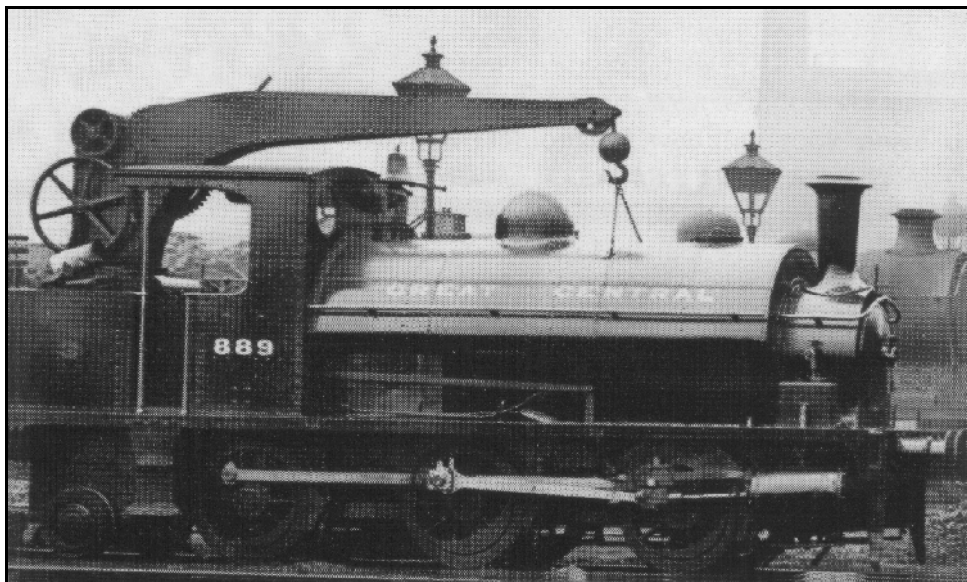
One can very readily see that what may be called external factors relating to personnel of the GCR were strongly represented in this workbook, but not all related to the GCR itself. Robinson, of course, with his superheaters and alternative fuels (the price of coal itself rocketed during and for a spell after the war) brought such alternatives to the fore. One can also see the South American connection, care of Faringdon and his tribe, as the late David Jackson was prone to say, "peeing in each others pockets". But note the post-war dates still linked to so-called "outside" work.

The other set of notes relates to J. Parry. He was one of Robinson's "brains" in the drawing office. Little is known of him, but he did correspond on the balancing of locomotives in *The Engineer/Engineering Journal* (I am unable to remember which) about the turn of the century. As one wanders through the following contents it is apparent that he was a mathematician of diverse applications.

During 1900 he worked on the estimation of the additional boiler power needed for the Boiler Shop on account of the alterations and additions of this period. In the same place, on 26th July 1900, he was working on details of the "old horizontal engine". The previous month it was the main driving belt, still in the boiler shop. In a change of scene, the calculation of balance weights for the class 14, with their 7ft 6 in drivers, was done. The following entry relates to the Hydraulic Plant at the Tank.

Crossing to the east side of the country sees J. Parry, during July 1905, working out the increased steam requirements at the Yarborough Hotel at New Holland - the capacity of the current boiler being assessed for such. August 1905 sees calculations being worked on for the Cleethorpes Oil Gas Plant (for carriage lighting). More apt was the next job, in that a reducing valve for a class 8B steam brake was designed. A proposal for a new engine cropped up next, a 4-4-0, the criteria being examined was the play of the flanges on a sharp curve. The balanced slide valves of the class 11C were next up for study, and more flange play on the class 8F around 7 chain curves being worked on. A repeat of the 4-4-0 variety followed. The 5ft 2in boiler as applied to a class 11B loco was next in line, this time with regard to the increase in weight. A more exotic job came next - the strength of the outside return crank rod as applicable to a class 8J.

We have a date for the next entry, 14th December 1911, where the brake for the 35 ton travelling crane in the erecting shop was considered. The sectional strength of the no. 1 class coupling rods was considered next, and on 19 January 1914, the 2 ton Electric Derreck (sic) Crane was subjected to calculations when the maximum pull on the rope was 2 ton starting from rest, with other compression and bending calculations (anybody fallen asleep yet?). The crane engine, class 5 no.889, was examined for its slewing gear and, ultimately, when it would tip over on inclined track etc. The class 9P locos then had detailed workings out concerning their balance weights, followed by a class 8N concerning bogie positions on a 5 chain curve with gauge widened from 4ft 8½in to 4 ft 9in. Yet more balance weight work with the same class, followed by similar with the class 8M, a note being made that the balances were as per the class 8K and used for the first batch of the class 8Ms.



0-6-2T crane engine no.889 was used at Gorton Works and known as 'Little Dick'. It was the product of a class 5 0-6-0ST conversion by Robinson in 1903 and was converted back to a 0-6-0ST in 1918.
photo: Bryan Longbone Collection

A comparison of the 11F's proposed valve motion lifting link as compared with the class 11E's was next in the list of jobs. Back to the four-cylinders, with the 9Q class balance weights being worked upon by Parry. A return to an earlier class of loco followed, in that the effect of Joy's valve gear on the strength of the class 3's connecting rod was examined. The 9P class brake work was a turn-of-the-page away. Of more interest historically to the GCR was the working up of the balancing of class 8E no. 365 (a 3-cylinder compound) for the Bridge Stress Committee. The calculated hammer blows for this loco were derived (these can be followed but, oh boy!!). The same calculations were done for the class 8K 2-8-0. This loco rattled like hell over the various bridges when run at above normal speeds. In this latter case, the figures for connecting rods out of the Kitson (1907) and Nielson (1902), 529lbs compared with 555lbs, were averaged to work on for these calculations and tests.

This was what one would call nowadays an eclectic mix of work for a drawing office designer/worker on the GCR, but these were not normal times. One can make up one's own conclusions as to the variety of design activities engaged in, and to what and whose end such were being performed. This was the bread 'n' butter of the daily and routine work as was applied to any railway or other engineering establishment. It was relatively high-tech for its day. J. Parry's calculations were later found, in the mid-1920s by Professor Dalby, to be off-kilter, but the state of the understanding of the forces at work on a rapidly revolving wheel were in their relative infancy at that time.

Wanderings around the Internet with Bob Gellatly

"The Charles Weightman and Alan Bullimore Collection" at <http://tillyweb.biz/accw/odyframe.htm>

Some URLs are extremely obscure and it is only through the tenacity of search engines that we come across them at all. Such is the case here where you will find a collection of signal box photos taken in the late 1960s by Charles Weightman and Alan Bullimore. They are from the GC and GN. The coverage is patchy: there are no less than 15 photos of the boxes around Nottingham Victoria but none at Annesley, although nearby Linby (on the GN) is included. Because of the dates at which the photos were taken, some of the boxes are already disused and in a state of disrepair. A sad contrast to the photos taken a decade earlier by other photographers.

"Great Central Railway Through Leicester" at www.gcrleicester.info

Reviewed in *Forward 150*, this site now has a new URL. Nigel Tout's photos date originally from 2001, but have been updated regularly since then. It shows the present day remains of the GCR through Leicester and gives advice on how to see them.

"Railway Codes and other data" at http://deaves47.users.btopenworld.com/rail_index.htm

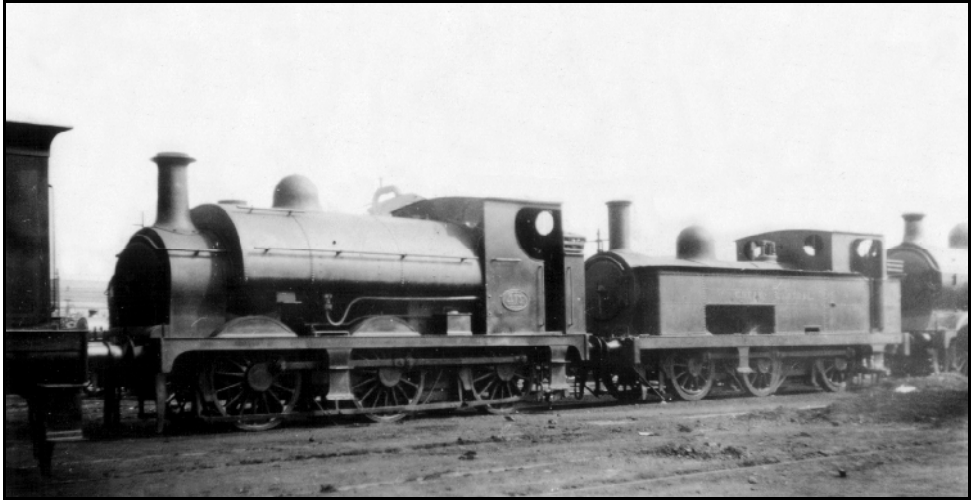
This web site gives comprehensive data relating to the infrastructure of the modern day railway. It includes Engineer's Line References (ELRs), station mileages and exact locations, signal box prefix codes and lots more. Apparently, according to Phil Deaves the web site compiler, the railway companies themselves use the site as a source of information.

"Railtuck" at www.railtuck.co.uk

For those who like to spend time travelling around our rail network, this could be a useful source of information. It is a list of eating places in or near to stations. The idea was conceived by Ray King of Railfuture, the campaigning and lobbying group dedicated to increasing the use of our rail network. Eateries can list themselves for £15 a year – so there is no guarantee of quality. However, comments on listed eateries and recommendations for new additions are welcomed using the on-line form provided.

Dock shunting tank engines

A selection of photos submitted by Robert Barker from his collection



left: Class 18T 0-6-0ST no.412B. Built by the MS&L in 1880 as no.412, rebuilt with full cab and shorter tank, to duplicate list as no.412B in 1919, and withdrawn 1922 (surviving members became LNER class J59). Known as 'humpies'.

right: 0-6-0T no.405C. Built by Sharp Stewart & Co. (works no.2932) for the WM&CQ in 1880 as no.8 Premier. Taken into GC stock in 1905 as no.401, renumbered in 1910 as no.405, to the duplicate list in 1912 as no.405C and withdrawn 1922. The only one of its kind.

The photo was taken at Gorton. No date given but must be 1919-22.



A nice study of class 5 0-6-0ST no.888. Built by the MS&L in 1897 to a Pollitt design for use as a dock shunter. The company changed its name to GCR in Aug. 1897 before the class was completed, fellow class member no.892 having the honour of being the first GC engine. Classified class J62 by the LNER and received no.5888 in 1926. Withdrawn 1937. See p28 for an interesting rebuild of another member of the class. No location or date given.



left: GC class 4 0-6-0ST no.407B. Built by Manning Wardle (works no.387) in 1873 and purchased from Logan & Hemingway by the MS&L in 1876 and numbered 407. To duplicate list in 1911 as no.407B. Became LNER class J61 with no.6469 and withdrawn in 1929.

centre: LNER class J63 0-6-0T no.5089. Built by the GCR in 1906 as class 5A no.89. Withdrawn in 1955 as no.68206 (see photo on p.26 of *Forward 121*).

right: GC class 4 0-4-0ST no.62B. Built by Manning Wardle (works no.884) for MS&L in 1883 as no.611, renumbered in 1893 as no.62, to duplicate list in 1909 as no.62B, became LNER class Y2 no.6431 and withdrawn 1931. Photo taken at Immingham on 15 Nov.1924.



LNER class Y2 0-4-0ST no.6430. Purchased by the MS&L from Manning Wardle & Co. (works no.885) in 1883 as no.512. Renumbered 63 in 1883 and 63B in 1909, but spent most of 1911 as no.278 before reverting to 63B. Withdrawn 1931. Photo taken at Gorton in 1926.

The Barton-on-Humber branch today

by Chris Booth

Designated by the Department for Transport as a community rail line in February 2007, the Barton Line runs from Barton-upon-Humber to Cleethorpes. Today's passenger services are provided by Northern Rail, the first train, the 06.01 departure from Cleethorpes, arrives at Barton at 06.58 whilst the final train departs from Barton to Cleethorpes at 21.58. Between times there is a two hourly service, normally worked by class 153 units. Although the train service is today Barton-upon-Humber to Cleethorpes, the section of line featured in this short article is that from Habrough Junction to Ulceby and on to today's terminus of the line at Barton-upon-Humber.

The route described

Soon after leaving Habrough the single lead crossover onto the branch is taken at Habrough Junction, then going in a north westerly direction the line curves and goes under the A180 road. This section was singled in 1983 when track alterations at Habrough Junction and Ulceby Junction were made, which resulted in Habrough Junction being moved half a mile closer to Brocklesby. In fact, history was repeating itself to an extent, as the original junction was in this position. The original box was closed in 1883, when the main and branch lines were realigned to parallel each other for a short distance towards Habrough Station, with a new box provided there instead. This box was a MS&L Type 2, which retained its original 28 lever iron brackets frame and gate wheel to the end (albeit relocked). It closed on 18th September 1988 when the level crossing was converted to AHB, control of the remaining signalling passing to Ulceby Junction box.



Northern Rail unit no.153328 takes the single line to Barton at Habrough Junction on 28 Jan.2009.

photo: Chris Booth

Joining the double track curve from Brocklesby at Ulceby South Junction, the train then passes the signal box and arrives at the single platform at Ulceby station. The up side platform was abolished during the 1983 track alterations, when the south junction was

altered into a single lead and the down main line made bi directional as far as the North Junction. Ulceby Junction box is a 1910 built GCR Type 5 with the original GC pattern 'jug-handle' frame, in this case manufactured by McKenzie & Holland, and shortened to 30 levers, of which just 11 are now working. There is a small switch panel for working Habrough Junction; this having switches for two sets of points and five signals. Ulceby Junction also monitors the AHB barriers at Habrough. The wooden crossing gates and gate wheel at Ulceby Junction were removed in April 2007 and replaced with manually controlled barriers. Ulceby Junction box works absolute block to Goxhill and TCB to Brocklesby Junction, Roxton and Immingham Reception.



Driver's view of the approach to Ulceby taken on 24 Oct. 2005.

photo: Chris Booth

After departing Ulceby the route towards Immingham heads off to the right at Ulceby North Junction whilst the Barton line heads north. Shortly after comes Bystable Lane manually operated gates, this being followed by Thornton Abbey station which still retains its large wooden LNER name boards and its two platforms. A few hundred yards away to the right are Thornton Abbey buildings after which the station is named.

Just after departing Thornton Abbey there is Barton Lane crossing keeper's hut and ground frame. The crossing gates are locked from the ground frame with No.1 lever, while No.2 is the lock for the wicket gates and the other levers are for the three signals which protect them. It is a strange set up in the respect that on the down (Ulceby to New Holland), there is a distant signal No.3 and home signal No.4, but on the up there is only No.5 distant signal and no stop signal! The red lights and target fixed to the crossing gates act as the stop signal when they are closed to rail, something not often seen on Network Rail lines today, although it was once a common arrangement.

Soon after leaving Thornton Abbey station is Goxhill station and just after the crossing is Goxhill signal box. This is another GCR. box, built in 1910, but to a non-standard design, with a 36 lever frame of the same design as at Ulceby, but only seven are now working. Fortunately for the signaller, all are now grouped at the Oxmarsh end of the frame. Goxhill works absolute block to Oxmarsh Crossing and Ulceby Junction. Goxhill Station is worth a look as it has retained most of its architectural features intact on the down side

platform, however the station building is in private ownership. The ticket window can still be seen as can the bell attached to the building.



Goxhill station and signal box on 26 March 2007. The station bell is still preserved (inset).

photo: Chris Booth

Next is a stop at Oxmarsh Crossing signal box, where the driver of the train collects the train staff from the signal man who stands on a small stage attached to the box stairs. The line then becomes two parallel single lines. The former down line continues to Barton, whilst the former up line, though still in situ into the grain terminal, is no longer used. Oxmarsh Crossing box is a BR Eastern Region 1959 type 16A, brick built with a flat roof. Inside it has a 29 lever Railway Signal Company frame from 1885, of which fourteen are spare and two are spaces. The crossing gates are worked from a wheel in the box. After Oxmarsh the line is now single to Barton, worked on the "One Train Working with Train Staff" system.



The Oxmarsh to Barton staff.

photo: Chris Booth

After Oxmarsh the train stops at New Holland station, which again has a single platform and was built in 1981 to replace New Holland Town. As most readers will be aware, there once was a triangular junction at New Holland onto New Holland Pier, but when the Humber Bridge opened the ferries ceased, the pier closed and the triangular junction was removed. From then on passenger services operated directly from Cleethorpes via the single platform constructed just to the south of Barrow Road Crossing. Barrow Road Crossing box is the oldest remaining on the route, being a Railway Signal Co. (MS&L) type, built in 1885. It is however now just a gate box, having no block instruments. The frame is the original Railway Signal Co. Tappet, from the same year, now shortened to eight levers. The gates are worked by hand although the frame remains in use for the few remaining signals. Although tracks still go into the docks complex, it is a long time since they were used.



Barrow Road Crossing signal box at New Holland on 26 March 2007.

photo: Chris Booth

Before closure of New Holland Pier, passenger trains used to operate a New Holland Pier to Barton-upon-Humber shuttle service in connection with the Humber ferries and the Barton-upon-Humber line was just a 3¼ miles long branch from New Holland. The main passenger services were to Cleethorpes via Ulceby and there were freight trains from the docks and other industrial concerns, which also travelled via Ulceby but also had the choice of using the Barton & Immingham line from Goxhill towards Immingham. New Holland Pier box, a GC Type 5 of unknown vintage, is also still in situ, although access is not allowed, Another 1885 Railway Signal Co. (MS&L) type box that is alleged to have survived is Barton Junction, which once controlled the west end of the triangle at New Holland, this apparently is situated in a garden near Barrow on Humber!

After Barrow Road Crossing the line now turns 90 degrees to the west, and there are views towards Hull across the Humber. There are many worked-out clay pits, most now filled with water and used for water sports. The next stop is the very basic and quiet Barrow Haven, which seems to serve very little habitation but does have some light industrial buildings next to the station and a few moorings for water craft on the creek.

Pausing at Barrow Haven the train then continues past more filled-in clay pits. On the right can be seen the Humber Bridge and shortly after, the train arrives at the single



Northern Rail unit 153351 has just departed Barrow Haven (on the left) on its way to Barton on 27 Aug. 2008.

photo: Chris Booth

platform of Barton-on-Humber. There are no station buildings to look at but there is a plaque on the platform commemorating 150 years of trains from Barton. There is usually a bus waiting close by to take passengers across the Humber Bridge and into Hull and this is probably what has saved this line when the Humber Bridge opened and the ferries ceased.



The end of the line. Northern Rail unit 153317 rests at Barton before returning to Cleethorpes on 26 March 2007.

photo: Chris Booth

The branch was once controlled by eight signal boxes but there are now only the three signal boxes and a crossing box. Originally there were boxes at:- Ulceby Junction, Thornton (later Thornton Abbey, then Barton Lane crossing keeper's hut and ground frame), Goxhill, Oxmarsh Junction, Barrow Road Crossing, Barton Junction, New Holland Town and New Holland Pier.

The future

Although the line has been adopted by the Friends of the Barton Line, there could be some doubt as to the long term future of the line for passengers. Here is a thought by a colleague of mine, Andrew Overton, who once worked Habrough signal box. "Chris, I wonder if the future for passengers on the line is secure. If you look over the last 20 years the service is much reduced. When I worked at Habrough there was a Barton service in each direction hourly from about 7am to 10pm with trains crossing at Ulceby. They were well timed to connect at Habrough with services from South Yorkshire and Lincolnshire (an hourly service to Lincoln and a Brigg line service to Sheffield every 3 hours). Now there is one train every 2 hours which connects with nothing much at Habrough, entailing a wait of over an hour if travelling from South Yorkshire. One of the down TransPennine Express services in the afternoon even misses out stopping at Habrough. The Barton trains form the service for intermediate stations from Habrough to Cleethorpes, now virtually useless, as a train every 2 hours is not much good for anyone. If a Barton service was cancelled in the 1980s we had to put stop orders in for the Doncaster/Lincoln service for intermediate stations to/from Cleethorpes to avoid a riot, so well used was the service, and arrange for taxis from Habrough up the branch. My own view is that this drastic service reduction is a prelude to closure and I do think that it might be a candidate for bus replacement. The staff costs must be disproportionate - the line is basically One Train Working now and could be singled from Ulceby with AHBs along the way with no impact on the service. This service, which used to be very well used in the 1980s for travel to Hull for shopping, is probably clinging on by the skin of its teeth, and there could be major future rationalisation or outright closure. GCRS members should see it while they can." Food for thought, eh?

As for freight, this has more than likely ceased for good at Barton-upon-Humber. Freight services latterly served the Albright & Wilson chemical plant at Barton-upon-Humber and the sidings at New Holland Pier, but since the closure of the chemical plant in 1988 and the removal of the ground frames in 1992, all traces of freight operation is extinct on the route. The grain sidings and dock lines at New Holland have not seen use for many years, but are at least still in situ. There is, however, a slim chance that things could change. Network Rail has planned to begin construction in 2010 of a new link line at Immingham Docks to enable more coal trains to use the HIT Terminal. There are several options for the routing of this link. The first could be to put a chord in from the Lindsey Oil Refinery line, to connect to the Killingholme Branch, via a triangular junction. There would also be a passing loop on this chord. Another option being looked at would be to relay part of the Barton & Immingham Railway, from Killingholme at the Yorkshire Tar Distillers crossing, towards Goxhill, where there would be a new southwards facing curve to join the Barton branch. This line would be single with two passing loops. This would then allow trains to access Immingham from two directions and form a circular route in and out. If the second option were to be taken, it would see much more freight traffic on the Barton Branch between Goxhill and Ulceby.

Conclusion

As Andrew says, it might be worthwhile having a look at this branch before any further changes are made. My thanks go to Andrew Overton for his help with signalling information.

Editor's note – Information about the 'Friends of the Barton Line' can be found at www.bartonrail.org.uk

Woodhead after closure - Part 7: 2004-05

by Paul White

In September 2004 Sir Edward Watkin got a mention both in the local (*Manchester Evening News*) and the national (*Times Educational Supplement*) press. The MEN carried an extensive article concerning Sir Edward's former home in Greater Manchester, the Grade 2 listed Rose Hill at Northenden. The house belonged originally to Sir Edward's father, Absalom, who had it built in 1832. Later Sir Edward added to it and extended the estate, buying thousands of acres around south Manchester. According to the newspaper article, Disraeli, Gladstone and Charles Dickens had stayed at the house. When Sir Edward died in 1901 the house was bought by Manchester Corporation and given various uses; as a convalescent home, children's hospital, orphanage and boys' home. The house and surrounding land were sold in the early 1990s to Morris Homes, with permission to build on the site being conditional on the restoration of the house. Unfortunately, while the house was left empty many of the original internal features were stolen, including the oak staircase, but the restoration closely followed the original, the house becoming nine apartments.

Another structure associated with Watkin in a less successful way was featured in the "Historic Blunders" section of the *Times Educational Supplement* of September 10th 2004: Wembley Tower or "Watkin's Folly" to give it its better known sobriquet. A brief history of the tower was given: Watkin's inspiration by a visit to the Eiffel Tower; its projected height of 1200 feet; and the unsuccessful attempt to involve Gustave Eiffel. Sir Benjamin Baker of Forth Bridge fame was appointed engineer and work began in 1892, reaching first "lift" of 155 feet in 1895. According to the article, work finished because the foundations began to move. When Wembley Park Station opened the site was developed as "pleasure gardens", but by 1904, three years after Watkin's death the structure had been demolished, the site later being used for Wembley Stadium and the British Empire Exhibition.

At the same time, and returning to our brief of "Woodhead After Closure", a much more modest property came onto the market – the four former railway cottages at Crowden, one of which had been latterly occupied by the redoubtable John Davies, Crowden Station's final employee. The guide price for auction was given as £160,000 - £180,000.

Back on the "stump" of the western end of the Woodhead Line, passengers were not happy. "It's the End of the Line for Passengers" proclaimed the Glossop Advertiser, "it" being Hadfield Station. First North Western admitted it had been missing out the Hadfield stop on some services in order to avoid penalties for late running, with Hadfield passengers being dumped at Glossop or even Dinting, while passengers waiting at Hadfield found their trains mysteriously "cancelled". Passengers complained to the *Glossop Advertiser* of 30.9.04 that "the unreliability of First North Western's service is wrecking our trust in trains".

Once again in October 2004 that old chestnut, the Gamesley station proposal, raised its head in a report in the *Tameside Advertiser* that train operating company Serco and Nedrail, ready to take over the franchise after the demise of First NorthWestern, had "confirmed" its interest in the project. While some scepticism was shown as to its feasibility by the planners at High Peak Borough Council, "positives" were said to be housing development in the area and the turning down of the plans for re-opening the Buxton – Matlock line, thus making more funds available. Once again, at the time of writing (April 2009) absolutely nothing has happened.

In November 2004 the bridge carrying the Woodhead line over Platt St in Padfield was struck and badly damaged by an over height lorry. Despite having carried no tracks since lifting in 1987 the bridge was repaired and is still in situ.

Nationally, rail news was dominated by two main and it would seem opposing strands. On October 5th *The Guardian* was reporting on a plan to re-open branch rail lines,

backed by John Prescott, and given the name "Rail Re-Opening Toolkit", it was designed by Whitehall to "encourage councils and local enthusiasts to find the money and the expertise to put rail services back on the rails". The report centred on plans to bring more and faster rail services into Leeds, and re-opening wider connections in the area, ie Ripon to Northallerton. On the other hand, *The Observer* of November 21st was reporting that "Empty Seats Spell End of the Rural Lines as Railway Cutbacks Loom", accompanied by a list of "the least-used rail lines in Britain". The article cited the Penistone line as an example of good future practice: the line had been "adopted" in 1994 by a group of local people who used marketing, music nights and weekend walks to boost the profile of services. The line was to be used together with six others in trials for the "Community Rail Strategy" which would continue marketing and reduce costs by, for example adopting lower standards of maintenance.

The effect of this locally was to lead High Peak Borough Council to call for more not less government funding to help maintain services. In a report dated January 6th 2005 the council stated that while it could see the merits of the "Community Railway" idea, it should not lead to local councils having to shoulder more of the financial burden. This attitude would appear to make any station plan for Gamesley look even less likely. However, for a number of years now, "community" involvement has been seen on the Manchester-Glossop-Hadfield line in terms of volunteer groups keeping stations tidy, and of course the "Jazz" trains that are periodically put on.

Once again, local transport news was dominated by the By-Pass issue, with Woodhead-based transport alternatives gaining increasing publicity. By December 2004 the building of the By-Pass was looking more and more of a certainty; it had received the backing of ten Greater Manchester Councils, including Tameside, and it was hoped by the campaigners that it would also include a "spur" from the Glossop area. There was a good deal of confidence that the route would be open by 2008. However, at the same time our local press were publicising the "Translink" alternative, already mentioned in part 6 of this series. An article in the *Glossop Chronicle* of December 9th 2004 headed "Swap By-Pass for Tunnel" contrasted the two schemes, with "Translink" asserting that their scheme would cost considerably less than the then estimate of £103m for the By-Pass. Briefly, the Translink solution was to re-open Woodhead with its tunnel plus a "scaled-down" relief road (the Glossop Spur). HGVs would join the rail route at a terminal at Tinsley, where they would drive onto specially adapted rolling stock in three loading bays. Trains would then take the HGVs through the tunnel to a new freight terminal at Hattersley where they would "roll off" and continue their journey through the estate via the pre-existing dual carriageway spine road or by a new direct route onto the M67 and access to the rest of the motorway system. Translink claimed that haulage companies they had spoken to were "supportive" of the scheme. Translink claimed, I believe correctly' that the bulk of the traffic the by-pass supporters complained of (66%) actually came from Glossop, thus there was no need for a Hollingworth – Tintwistle by-pass. Translink further claimed that the scheme could be set up easily as the terminal already existed at Tinsley, the tunnel was in "excellent" condition, and prosperity would be brought to Hattersley. A traffic of 5 trains per hour of 25 trucks each, 16 hours a day was proposed. Few problems were foreseen with relaying the track next to the Longdendale Trail, and passenger services were also envisaged taking bargain hunters to Meadowhall in the future (*there are no bargains at Meadowhall – editor*). The article was illustrated with two contrasting pictures, one of a congested Mottram Moor, the other of HGVs being carried piggy-back style somewhere in Europe. Predictably, there was a big response to the article, most of it critical. Fears were expressed as to what the weight of the proposed trains would do to Dinting Viaduct, until it was pointed out that axle loadings would actually be less than those for the MGR coal trains that latterly used the route. A very detailed rebuttal of the plan came from Charles Steele I.Eng, MIEE, MIRSE, who described himself as a "Railway Infrastructure Consultant". Here, briefly were his objections:

- Building the Glossop Spur only would encourage more HGVs onto the A628 Woodhead Pass, thus defeating the aim of the rail re-opening.
- Loading and unloading would add considerably to transit times, thus hauliers would choose to continue using road only.
- Lorries with hazardous loads would not be allowed through the tunnel due to fire safety regulations.
- There would be problems with the height of lorries on trucks and track-sharing with local passenger services.
- Disruption to the Trans-Pennine Trail.
- Difficulty of taking the reinstated line over the raised dam-crests at Crowden.
- Height problems would mean the use of a single track through the Woodhead Tunnel, thus due to the frequency of the proposed freight service precluding the reintroduction of a passenger service.
- Enquiry and construction times would mean that the line could not be open until 2010 at the earliest. (Recall that at the time the hope was that the by-pass would open by 2010.)

While some of the above points were worthy of debate, I found it surprising that someone describing himself as a Railway Infrastructure Consultant was unaware of the fact that up to the 1981 closure all kinds of hazardous and flammable loads passed through the Woodhead Tunnel without incident – and by unfortunate coincidence in the same issue as this article was published, a fatal tanker crash involving dangerous chemicals closed the A628 for 16 hours and families had to be evacuated as the spillage was dealt with. Both by-pass supporters and Translink claimed the accident had strengthened their arguments. Moreover, the plans for raising the dam-crests had included provision for a new deviation and short cutting for the railway should it be reinstated.

While these arguments rumbled on, and continue to do so today (in 2009), the year 2005 opened with two pieces of news relevant to the Woodhead/By-Pass debate: first, reports that the opening of the M6 toll road had had the effect of putting M6 traffic figures up, adding weight to an assertion already made by government advisers that building more roads generates more traffic. Secondly, Transport Secretary, Alistair Darling, announced that a new high-speed rail line between London and Scotland costing up to £33bn would be on the agenda of a third-term Labour government, prompting speculation that at least part of the southern end of the route might follow the GC London Extension.

Ending on a sad note, John Davies died on January 22nd 2005. Born in 1908 at Bedale in the Yorkshire Dales where his father was a gamekeeper, the family soon after moved to Longdendale, where his father began working on the railway at the outbreak of WW1. On leaving school, John joined the LNER, working in North Wales, Nottinghamshire and Chesterfield, reportedly being the last person to leave Chesterfield Central Station when it closed. John had lived in one of the four railway cottages at Crowden, the last to be occupied for many years, paying 7s 6d a week rent. He resisted all attempts to get him to move to more modern accommodation in Tintwistle. When I knew him in his later years he was in the habit of spending Saturdays in Glossop and Hadfield with his old friends from the railway, Eddie Wright and Maurice Pemberton, wonderful characters both, and long associated with the Woodhead Line. He would begin with breakfast at the Shopping Giant café and move on later for a drink or two locally. John was a man of great knowledge, lightly worn, formerly a keen motorcyclist and a self-taught reader and speaker of German. There was very little he didn't know about the Longdendale Valley, its flora and fauna and general happenings. Despite its proximity to a 33,000KV power line, John's house never had mains electricity. He would point out such interesting features as the bomb crater across the valley from a returning German bomber, the shock wave of which caused a split in his kitchen extension which the railway company never properly repaired. The few local people treasured John and looked out for him,

and I was privileged to be one of his trusted callers. Unfortunately he was badly knocked about in a burglary, a sad comment on our times, and spent his last three years in Shire Hill Hospital. Another link with the past had faded into history.



The row of four railway cottages at Crowden. The railway passed between the cottages and the reservoir in the background. John Davies continued to live in the cottage at the far end, long after the other three had become empty. John died in 2005.

photo: Paul White

Wembley trip brings loco-hauled train to Glossop

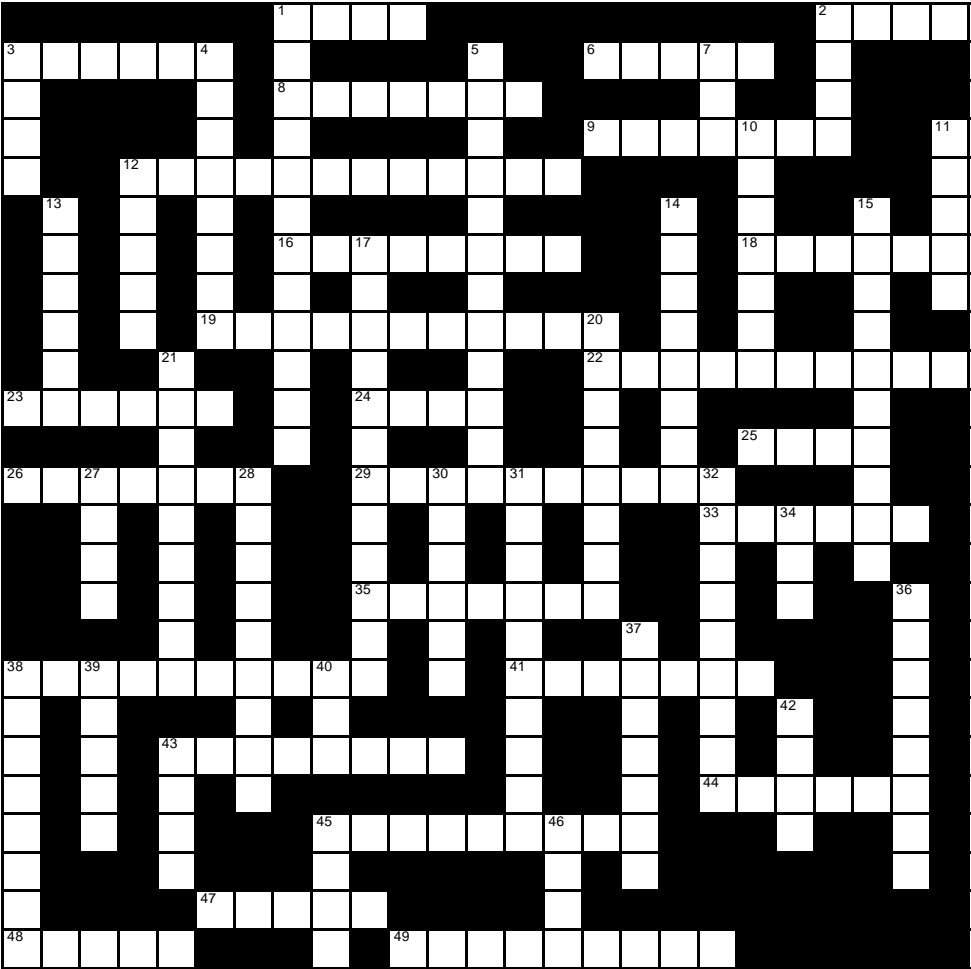
by Paul White

Sunday 10th May 2009 saw some remarkable activity on the Glossop Branch: Glossop North End FC had reached the final of the FA Vase and 700 fans were to make the journey south in a specially chartered train. Early on Sunday morning fans began to turn up at the station, which had been specially decorated in blue and white, the team's colours, by the "Friends of Glossop Station". At approximately 8.30am the 12-strong train of 11 maroon West Coast Rail Mk 1 and 2 carriages and one Pullman, described by the *Glossop Chronicle* as "ancient but comfortable" arrived behind Virgin Railways 57508 *Tin Tin* and WCR 47786 *Roy Castle OBE*, with un-named WCR 47826 bringing up the rear.

Boarding took place in a very orderly fashion, passengers being marshalled outside the station and called forward a group at a time. The train made an on-time departure behind 47826 and certainly made a magnificent sight as it traversed Dinting Viaduct. The police thoughtfully held up road traffic so that photographers could get a good shot of the unusual sight of a main-line passenger train traversing the arches. The train stopped at Broadbottom to pick up further passengers at 9.29am and proceeded to Manchester Piccadilly, where 57508 and 47786, now at the front of the train left for a Wembley Central arrival at 1.09pm, well in time for the 2.30pm kick-off.

Although Glossop were unsuccessful, being beaten 2-0 by Whitley Bay, all agreed it had been a great day for Glossop, and the excursion returned with barely a hitch, being routed via Stockport and Guide Bridge and arriving at Glossop at 10.30pm to be met by a large police presence in case of trouble, which did not materialise – a peaceful end to an historic day.

Crossword (*Forward 160*) : Answers in the back of this issue.



Across

- 1 List of footplate men for particular duties. (4)
- 2 GW class often seen on the GC south of Leicester. (4)
- 3 Points most likely to cause a derailment. (6)
- 6 MS&L locomotive engineer with French ancestry. (5)
- 8 A place to bid. (7)
- 9 Leicester's is 1½ miles long. (7)
- 12 Humber side port once on the through route between Goxhill and Immingham. (12)
- 16 Where the GC line to St.Helens Central crossed the LNW main line. (8)
- 18 A replacement crew. (6)
- 19 Type of colour light signal with only one light used by the LNER. (11)
- 22 Name given to the varying force exerted on the track by the driving wheels of a steam locomotive. (6,4)
- 23 Combination of two types. (6)
- 24 Could be used for coal, flour, potatoes etc. (4)

- 25 Can block the line if heavy. (4)
- 26 Gradient. (7)
- 29 Created by the railway builders to facilitate the passage of the railway across the landscape. (10)
- 33 On the LNW&GC joint line from Guide Bridge to Oldham. (6)
- 35 Can be used by all eg telephone between stations. (7)
- 38 A CLC station where once you could catch trains to Liverpool, Manchester, Wigan, St.Helens and Stockport Tiviot Dale. (10)
- 41 A train that's out of control. (7)
- 43 Built to recommended specifications. (8)
- 44 Essential piece of equipment for the house-proud signal man. (6)
- 45 Heritage single-coach diesel unit. (6,3)
- 47 Ground level disc signal. (5)
- 48 Type of enamel station name sign now much sought after by collectors. (5)
- 49 A Mansfield Railway colliery branch built by the LNER that required a bridge over the Midland's Mansfield-Rolleston Jnct line. (9)

Down

- 1 The parameters that determine the limits of vehicular dimensions. (7,5)
- 2 Name that was used for an unstaffed station. (4)
- 3 A piece of fabric used as a signal. (4)
- 4 Typeface used by the LNER on its posters and publicity material. (4,4)
- 5 About to expire for 63601. (6,6)
- 7 Railway Operating Division. (3)
- 10 To improve a section of line to allow more traffic and faster speeds. (7)
- 11 Word used for the stick carried by the driver when on a single line section. (5)
- 12 Sandy coloured fabric worn by the military. (5)
- 13 First station on the Barton-on-Humber branch. (6)
- 14 Present day name of the former GC hotel at Marylebone station. (8)
- 15 Macclesfield Joint Committee station. (10)
- 17 Ian Allan abc publication that listed shed allocations in steam days. (8,4)
- 20 Newcastle-Swansea through service in GC days. (3,5)
- 21 Small type of railway that can carry passengers. (9)
- 27 The angle at which a track leans on a curve. (4)
- 28 Station served by the 'Banbury Motor'. (5,4)
- 30 A fast freight between Annesley and Woodford in BR days. (6)
- 31 An administrative area 1974-1996 with headquarters at Beverley. (10)
- 32 Steam that is in equilibrium between liquid and vapour. (9)
- 34 An important part of the station master's uniform. (3)
- 36 Rolling stock manufacturer based in Openshaw, Manchester until 1902. Customers included the GCR. (8)
- 37 Once a GC station on the London Extension, now a destination for rubbish. (7)
- 38 Incline. (8)
- 39 Their removal from the locomotive was one of the dirtiest jobs on shed. (5)
- 40 Abbreviation for ordinary passenger train. (3)
- 42 Indicates absence of traffic on the rails. (4)
- 43 Has to be dried before use. (4)
- 45 Device once used on stations to alert staff of an arriving train. (4)
- 46 An official whistle blast along with 'short' and 'long'. (4)

Back numbers of *Forward* on CD

Eric Latusek has offered to provide back numbers of *Forward* on CD to GCRS members. If interested please contact Eric (*see front cover for contact details*).



Readers' forum

from Geoff Burton, London N21

Re. Contractor's locomotive *Charwelton*

I was looking through some old photos and came across one taken in December 1965 at the Kent and East Sussex Railway at Rolvenden. It shows the 0-6-0 saddle tank named *Charwelton*. Was this loco used in the construction of the GCR's London Extension as I seem to remember seeing it in one of Newton's photographs? Can anyone confirm this?



Editor's note: According to an item in the Dec.1964 edition of *The Industrial Railway Record* (www.irsociety.co.uk/Archives/5+6/loco_preservation_1.htm), *Charwelton* (Manning Wardle 1955 of 1917) arrived at the K&ESR from Sproxtton Ironstone Quarry in Leicestershire. Previous to that it had worked at Charwelton Quarries until March 1942. No previous history is given so presumably it went to Charwelton from new. As can be seen from its date of building it could not have been used as a contractor's locomotive on the London extension. If you search the Newton archive of Leicester County Council (http://prints.leics.gov.uk/dmcs_search.html?find=Charwelton) you will find a photo of *Charwelton*. The caption supplied is in agreement with the information from *The Industrial Railway Record*. It has to be remembered that Newton didn't stop taking photos when the London Extension was completed!

from M.Waters, York

Re. *Forward 159* p27: article by Ron Fareham 'The class Q4 0-8-0 and class Q1 0-8-0T' I was greatly interested in Ron Fareham's article on the class Q1 0-8-0 tanks. I lived in the Scunthorpe area during the 1950s when these Thompson rebuilds of Robinson 0-8-0s were very much part of the local railway scene. The Q1s were used exclusively on the heavier shunting duties; I never saw them engaged on trip work between the yards. Trip working in the Scunthorpe area was usually carried out by Robinson 2-8-0s. I have been told that attempts were made to use both Robinson 2-6-4Ts and the 0-8-4Ts made redundant at Wath Yard by diesel shunters, on trip work, but neither were very successful in this role.

The Q1s were reasonably popular with the local engine crews, who agreed that a more powerful locomotive than the usual class J50 0-6-0T was necessary for the heavier duties in the Frodingham yards. Elsewhere the Q1s were not very popular and the general comment was that they were 'a good engine spoilt'. Selby had a couple of the class for shunting duties. As far as I can ascertain they were not popular with the former NER men and were only used when nothing else was available.

from Henryk Szablewski, Nottingham

Re. Leicester viaduct bridge plates

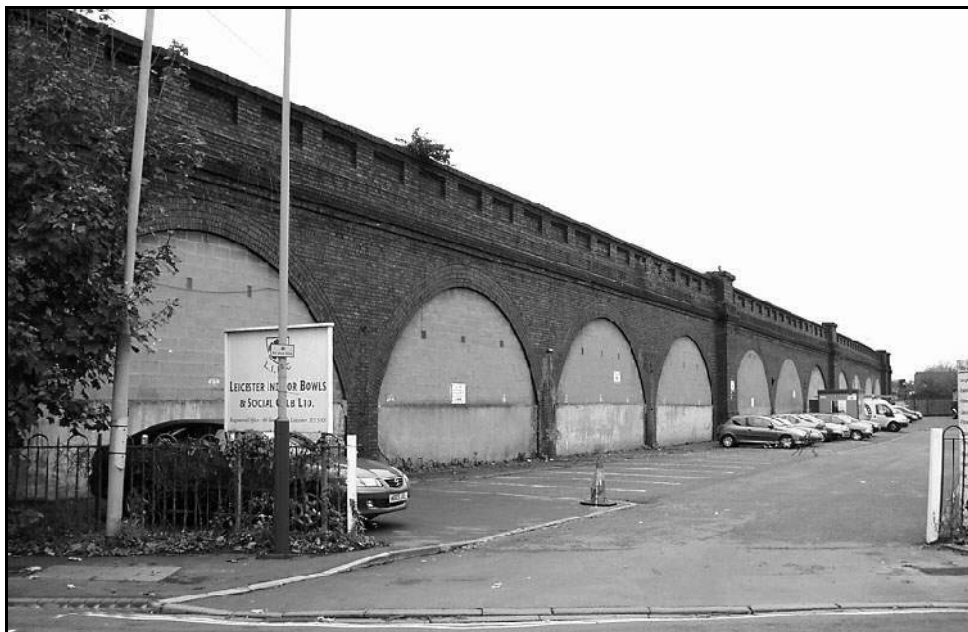
The viaduct on the GCR at Leicester was numbered 374 and was over a mile in length. On the numbered bridge plates they have the number 374 and then another number in brackets underneath. I have seen numbers (1), (8), (35), (76), (79) and (113) in photos. What was the meaning of these numbers?

Editor's reply: Bridge plate 374 (76) was illustrated on p23 of *Forward 159*. I had assumed that these numbers referred to the particular arches of the viaduct. The writer of the descriptions given by *Kidlington Railwayana Auctions* for these plates is of the same opinion -

A Great Central Railway cast iron viaduct plate "GCR 374 (92)" from the 92nd arch of Leicester Viaduct which spanned the River Soar and Grand Union Canal north of Leicester Central station. (*from a 2002 auction*)

GCR viaduct plate "374 (36)" from the 36th arch of the Great Central's Leicester Viaduct, which spanned the River Soar and Grand Union Canal north of Leicester Central station. (*from a 2004 auction*)

As the bridge numbers themselves increased in the up direction, presumably the viaduct arches were also numbered in the same direction ie starting at the north end. Can anyone confirm this?



Leicester viaduct viewed from Slater Street in 2004. Taken from www.gcrleicester.info with permission. photo: Nigel Tout

Re. Last steam working through Nottingham Victoria

Did any steam locomotives work through Nottingham Victoria after 3rd Sept. 1966, the last day of the semi-fast service to Marylebone? There were running lines through the station until at least May 1968.

Re. *Forward 153* p9: auction item - china teacup from Nottingham Victoria refreshment rooms

Does anyone know how much this item sold for?

Editor's note: It was an ebay item and I do not have a record of its selling price. Have any similar items sold recently?

from Peter Lang, East Leake, Notts

Re. *Forward 159* p47: letter from John E. Pollard on 63601 at Loughborough

My background and qualification for what I am going to say consists of eleven years spent as a footplate man on British Railways starting as a Cleaner at Edge Hill in July 1957 and finishing as a Passed Fireman at Speke Junction, also in Liverpool, in November 1968. I have no hesitation in saying these were the best days of my working life. The job was the best that I ever had for 'job satisfaction'. I used to think that I was very lucky to have such a position, especially during the last two years from July 1966 when I was passed out for driving steam locomotives and had the privilege of driving class 9s, amongst other engines, with young firemen on the 1,000 ton oil trains running from Brunswick (ex-GCR yard) to the gas works at Ordsall Lane Manchester, Lostock Hall and as far north as Carnforth en route to Barrow-in-Furness. Sometimes we double-headed with another Class 9 or a Class 5.

I had better not get too much off the subject. Trouble is you never forget such experiences - truly fabulous. In the early 1960s when we started to run over the CLC, there were still occasions when we used to get 'Tinies', as the Brunswick men called them (not 04s), and we 'foreigners' (ex-LNWR) soon found out that they were very good machines. Even in those days, with the railways having been nationalised since 1948, the former CLC and LNWR lines were operated, as they always had been, as separate systems, and still used 'exchange services'. I thought the 'Tinies' were very similar to a Stanier 8 and they did similar work and yes they did have that marvellous regulator, courtesy of Mr Robinson, which brings us to the subject in hand.

For about the last ten years I have worked as a volunteer and for six years as paid staff at the Loco Shed at Loughborough GCR. When the 'Tiny' arrived there, the smoke box hopper referred to by Mr Pollard had long since disappeared and therefore could not be put back. From day one after restoration 63601 has always carried its proper regulator handle and is always



A view inside the cab of no.63601 at Barrow Hill on 4th April 2009.

photo: Bob Gellatly

kept immaculately polished. In fact I wonder how it never seems to get the slightest bit of rust on it. It always looks like brand new. I am a qualified Steam Loco Driver at Loughborough and have often driven it in service, and I think everybody there has a great deal of respect and consideration for such a magnificent locomotive. Yes you can drive it in just first regulator with just one turn and a bit on the gear wheel and it will be quite happy to run like that all day. As for standing up when starting, well I must confess that I find it easier to do that when first opening it. If you treat it with respect it will respond accordingly. I think Mr Pollard has been watching a video of the Super D which came to Loughborough last year, as that regulator is totally different to a 'Tiny'.

One day last summer when I had the 'Tiny' I was lucky to play host to two former footplate men from Annesley and, I think, the granddaughter of the fireman who went around the LNER with the Stirling Single when it came out of retirement in 1938. The two men, one was 79 and the other 80, could still swing the shovel! We all had a wonderful day and it will stay in my memory for a long time. Incidentally, without any prompting from me, they immediately started referring to 'Tinies'. Great stuff!

PS This year is the last for the boiler certificate on the 'Tiny'. It will then be out of service for a while so if anyone wants to see it they should visit Loughborough soon.

Editor's note: Peter has written about his footplate experiences in the article 'Liverpool Memories' in *Forward* 153.

from David Garrick, Sleaford, Lincs

Re. The "Neasden Tankies"

During the first year of my apprenticeship at Neasden GC, I worked almost exclusively on these engines which, when I arrived on transfer from Gorton Works in April 1946, I found were referred to as "Neasden Tankies". The 9N was certainly not one of Robinson's best designs. Several writers have expressed their ideas in this regard. The major faults were in the design of the cylinders. The 10" piston valves had lap and travel dimensions very similar to a slide valve of the period. The ports were, in length, like a slide valve but liners containing the actual ports opened to passages having a considerable volume.

To add to the problems at that time, superheater cylinder oil contained a lot of graphite and a build up of carbon in the ports resulted. I spent many hours in a cramped position chiselling solid carbon out of the steam passages. A 9N due for valve and piston examination would be particularly sluggish and drivers would report the fact! In general the 9N was somewhat unreliable and spent a lot of time under repair.

Neasden was home to all thirty of the 9Ns. There was always a shortage of motive power for the Met & GC services beyond Rickmansworth. The line to High Wycombe and Princes Risborough from Marylebone made fewer demands. In response to the requests of the shed master, two LNER A5s arrived – nos.1760 and 1766. What a difference! Darlington was given the task of building some more A5s and what did they do? Having just built a batch of J39s, they simply fitted J39 cylinders with 8" piston valves of modern design to the A5s. That solved the problems.

Met drivers had always said the Met G 0-6-4Ts were the best engines for the Rickmansworth-Aylesbury trains. The Met H 4-4-4Ts lacked adhesive weight and so were prone to slipping. By 1946 they had migrated to the Midlands and worked in the Nottingham area. In later years the LMS 2-6-4Ts and the ghastly L1 2-6-4Ts provided the power until electrification and the diesel DMU replaced steam on the line.

from William Barter, e-mail: wbarter@waitrose.com

Re. Relative employed at Barnetby

I wonder if you or any of your members can help with a piece of family history research.

It seems that one of my wife's family, by the name of Anyan Peart, lived in Bigby and is said to have been employed "building railway carriages" at Barnetby. This would have

been about 1850, so very shortly after opening of the line through Barnetby. I cannot find any mention in literature of a carriage works, either for new build or maintenance, at Barnetby. Do you know of anything at Barnetby that might be the basis of the "building railway carriages" suggestion? Or possibly a non-railway person has referred to carriages instead of wagons, in which case were there goods or marshalling yards at Barnetby which had a C&W facility? Are there any databases of MSLR staff in which Anyan Peart might feature? Yes, it is an odd name, possibly Dutch in origin.

Thanks in advance for any help that you may be able to offer.

from Paul White, Stalybridge, Cheshire

Re. Tameside Council Image Archive

I was trying to find some more information about the section of line from Guide Bridge to Stalybridge when I came across the Tameside Council image archive. I have found some good photos of Ashton Park Parade and Dukinfield Central. There is also a lot of stuff on Guide Bridge. You can find the website at www.tameside.gov.uk/history/archive.php3 (*don't forget that last bit of the URL*).

from Barry Taylor, e-mail: barryr.taylor@btinternet.com

Re. photo of GC Atlantic on the S&MJR

I wonder if you might be able to help me with a query about a GCR photograph. I am researching the Stratford upon Avon & Midland Junction Railway. Some time ago I recall seeing a reproduction of a photograph that I was told came from an issue of the GCR company / staff magazine, I think back in the early 1900-1910 period (although I could be slightly out about the date). The subject of the photo was a GCR Atlantic loco on a passenger train after arrival at the SMJR station at Stratford upon Avon (Old Town) – or if earlier than 1910 it would then have been known as the East & West Junction Railway. I believe that this was a special excursion train of GCR stock, but that is the only detail that I can give. I am aware that GCR locos did very occasionally find their way to Stratford via the connection at Woodford Halse – and also that the SMJ locos did work GCR stock through as well for a time. I would very much like to be able to get a repro of this or any other photo showing a GCR loco at Stratford – can you possibly help in any way please? I would of course undertake to cover all costs incurred

Crossword Solution (*Forward 160*)

Across: **1** Link, **2** Hall, **3** Facing, **6** Sacre, **8** Auction, **9** Viaduct, **12** Killingholme, **16** Golborne, **18** Relief, **19** Searchlight, **22** Hammer Blow, **23** Hybrid, **24** Sack, **25** Snow, **26** Incline, **29** Earthworks, **33** Ashton, **35** Omnibus, **38** Glazebrook, **41** Runaway, **43** Standard, **44** Duster, **45** Bubble Car, **47** Dolly, **48** Totem, **49** Blidworth.

Down: **1** Loading Gauge, **2** Halt, **3** Flag, **4** Gill Sans, **5** Boiler Ticket, **7** Rod, **10** Upgrade, **11** Staff, **12** Khaki, **13** Ulceby, **14** Landmark, **15** Middlewood, **17** Locoshed Book, **20** The Ports, **21** Miniature, **27** Cant, **28** Eydon Road, **30** Runner, **31** Humberside, **32** Saturated, **34** Hat, **36** Ashburys, **37** Calvert, **38** Gradient, **39** Ashes, **40** Ord, **42** Rust, **43** Sand, **45** Bell, **46** Crow.

Rear cover caption

LNER class N4 0-6-2T no. 9226, freshly repainted with its new LNER (1946) number in May 1946, standing at Ardwick Goods, Manchester. Built in 1890 as MS&L class 9A (a Parker design) with no. 173 but was renumbered in 1893 as no. 514. Rebuilt by Robinson with Belpaire boiler in 1921. Became LNER no. 5514. Withdrawn in 1949 as BR no. 69662. The similar class N5 had larger cylinders and Belpaire boilers from new. The N4s finished their working lives at Darnall.

photo: Photomatic

