FORWARD

The Journal of the Great Central Railway Society

No. 163 ~ March 2010

Front cover caption

BR class O1 2-8-0 no.63868 on shed. Although an Annersley loco during the early 1950s, it spent the last years of its life, along with all the other surviving members of the class, at Staveley until withdrawn in July 1965. The O1s, of which there were 58, were Thompson rebuilds of the Robinson O4s. No.63868 was rebuilt in Feb. 1945 when it carried the LNER no.6625. *photo: unknown*

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Editorial by Bob Gellatly

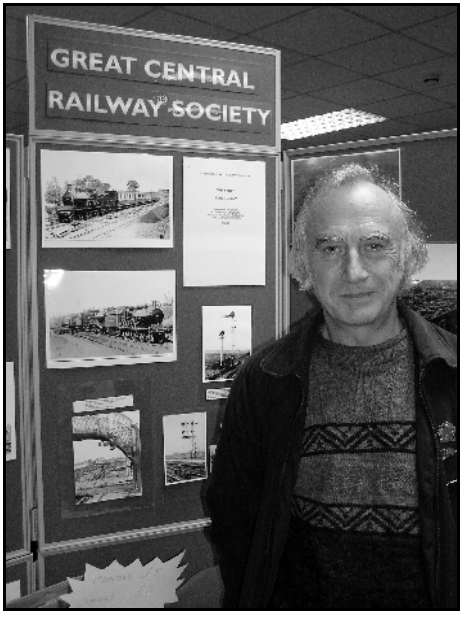
The death of Edgar Fay came just after the last issue had been sent to the printers. I hope that you found the 'Stop Press' slip of paper inserted into each copy. Although it is now three months since Edgar died, at least we can do a proper job in commemorating his life. Mike Hartley has written an appreciation and both Paul Dalton and Bill Fay have provided photos.

Although we have lost one Vice President we have gained another! Edgar's son, Bill, has accepted our invitation to be a Vice President of the society. Bill has an interest in the Great Central legacy passed on from Sam through Edgar. Readers will have appreciated his two-part article "Sir Sam Fay: The L&SWR Years" which appeared in the last two issues of *Forward*.

Another of our Vice Presidents in the news is Adrian Shooter. As chairman of Chiltern Railways he has been awarded the CBE for services to the rail industry. Congratulations Adrian. As anyone who uses Chiltern Railways knows, his award is well-deserved.

A meeting, to which representatives of the GCRS were invited, was held at Loughborough on 29th November, to discuss the future use of Lovatt House – the refurbished goods office building. We had hoped that the GCRS Archive would be part of the planned use but this was not the case. We were given the option of using the adjacent weighbridge building but we decided that the building would only be suitable for storage and so declined the offer. A longer term project is for a study centre to be built on the Quorn site but this is not intended for archive storage. Sadly, this means we are back to square one in our search for a permanent home for our archive material.

Meanwhile, money has been spent on shelving for the archive to improve the conditions of storage – the boxes were just stacked up in a pile. Our archivist, Geoff Burton, is continuing to track down missing items and collect new ones. A Great Central Railway shield has been donated to the society from the collection of the now defunct Railway Club. Our thanks go to John Knowles and Mike Burgess of the Railway Club for considering us as a recipient for this artefact.



Our Sales Officer, David Smith, alongside one of the new display boards used by the society.

By coincidence I have received two articles relating to the operation of L&NWR trains over the GCR. Although independently written they are complementary and both are produced in this issue. Hopefully this will create some response from the readership on this "much neglected" topic.

We have invited the Lutterworth Railway Society to publish their meeting programme in Forward. In the absence of a GCRS group between Sheffield and London we hope that our members in that area will be encouraged to attend. It is a very active group and GCRS members will find a warm welcome.

Some recipients of Forward have reported blank pages in their copies. Please contact me if this happens and another copy will be posted to you.

The Annual General Meeting

Saturday 8th May 2010

at the Chiltern Railways Boardroom, Marylebone Station, London

10:30 - Doors open
11:00 - The AGM
12:30 - Lunch break
14:00 - Talk by Ken Grainger :"From Manchester to Marylebone by the Great Central Railway"
16:15 - Meeting ends

Welcome to the following new members

Mr A.P. Oates, Canberra, ACT, Australia
Mr D. Buckley, Watchet
Mr T.M. Duffield, Sheffield
Mr J.D. Wright, Reading
Mr G.W. Parker, Peterborough
Dr J. Kohler, Karlsruhe, Germany

Important Annual Subscription Information

As agreed at last year's AGM, the fees for 2010/11 will be increased.

To encourage early renewal, members paying by 31st March need only pay the existing fees of £13 (UK) or £16 (overseas).

For new members' subscriptions and renewals made from 1st April onwards, the increased fees of £14 (UK) and £17 (overseas) will apply.

Eric Latusek, Treasurer

New shelving for the archive was put together by a working party at Wickersley on 23rd January. photo: Brian Slater

John G. Robinson and other locomotive artists: Part 2
by Ken Grainger

Samuel Waite Johnson was a pioneer of the inside-cylindered express 4-4-0 in England, the type which would dominate British express passenger trains for a generation, but it was already to be seen north of the border, on both the North British and the Glasgow & South Western. For the Sou' West, James Stirling, who had succeeded his brother Patrick when he moved on to Doncaster, introduced engines not dissimilar to the F class he would later bestow upon the South Eastern when he also moved south. The G&SW carried on regardless with Hugh Smellie (which he pronounced 'Smiley', but given that name, wouldn't you?) continuing to produce lovely engines in which straight-back domeless boilers and rounded 'wrap-over' cabs typified the "Stirling look".

Simple and elegant, along with his F 4-4-0s, James Stirling's quite splendid O class 0-6-0s and Q class 0-4-4 tanks' dominance of the South Eastern resisted eclipse by Wainwright types after the SE&C 'working arrangement' was established. The South Eastern and the London, Chatham & Dover had all but beggared each other in a spiteful rivalry (more obstructive than competitive, and most certainly not beneficial to their patrons) but now pooled their resources. The Chatham's locomotive stock was no less attractive (or effective) than the South Eastern's, with William Martley's fine designs, perhaps most enchantingly his double-framed 2-4-0s, 0-6-0s, 2-4-0 and 0-4-2 tanks, updated and reinforced by his successor William Kirtley. Both deserve greater recognition, Kirtley (the lesser-known nephew of the Midland's Matthew) particularly for his fine M-series 4-4-0s and lovely engines for his former employer, the Hull & Barnsley. His very neat R1 0-4-4 tanks and T class 0-6-0 tanks were still around into the BR era.

Enter Harry S. Wainwright and the South Eastern & Chatham, heralded by the most gorgeously elaborate livery, which was even applied to the little Manning Wardle 0-4-0 saddle tank which pottered around Folkestone Harbour. Wainwright will always be remembered for his D class 4-4-0, and rightly so, for no more beautiful engine ever ran, but his locomotive legacy was altogether one of which he could be proud.

Wainwright's E and L Belpaire 4-4-0s might not have matched the grace of the D (how could they?) but they were nevertheless fine machines. His C class 0-6-0 was superb, but his trademark was the pagoda cab on his H, J and P class tank engines, plus, somewhat surprisingly, his R1 rebuilds (with domed boilers) of James Stirling's 0-6-0 tanks. The diminutive P class 0-6-0 tank is an oddity. In many respects Wainwright's counterpart of Stroudley's 'Terrier', it does not have the "scaling down" which makes Stroudley's engine so exquisite, and that pagoda cab only serves to accentuate rather Emmett-like proportions more commonly associated with the narrow-gauge. Whatever, it is absolutely enchanting. Wainwright rebuilt many of his inherited engines - most noticeably putting domes on Stirling's engines - generally with pleasing results, though perhaps the Q1 0-4-4 tank rebuilds looked a tad top-heavy with their new domed boilers.

The Stirling dynasty was completed by Patrick's son, Matthew, on the Hull & Barnsley. He maintained the family tradition with some very pleasing domeless designs, including his sleek J class 4-4-0s for the Hull-Sheffield expresses. For what was essentially a coal railway, he also provided what could have been Britain's most attractive 0-8-0 (not the easiest of wheel arrangements), had it not been aesthetically spoiled by arguably the crudest wrap-over cab imaginable. The only way the enginemen could look "over the side" was by precariously standing in the gap between the vertical cab side and the tender. Perhaps Matthew Stirling should have taken notice of his Uncle James who, in his final 4-4-0 (B class) for the South Eastern, forsook the traditional Stirling cab for a conventionally roofed one. Matthew's 4-4-0s and 0-8-0s were subsequently given domed boilers but, proving that the ensemble is infinitely more important than its component parts, in neither case was the result an improvement.

Straight-back domeless boilers and rounded 'wrap-over' cabs typified the "Stirling look". James Stirling's F class 7' express passenger 4-4-0 no.60 for the South Eastern Railway, complemented by all the finery of the Wainwright SE&C livery - but still with the SER crest on her splasher.
photo: author's collection

Harry Wainwright's D class 4-4-0 no.1748, built for the South Eastern & Chatham, but no less beautiful for the substitution of Richard Maunsell's rather less ebullient, but very tasteful, Southern Railway green.
photo: Photomatic

Robinson's 'Jersey Lily' Atlantic, acclaimed by many as being his most beautiful creation and it's easy to see why. In early LNER green livery but still carrying her GC number, class C4 4-4-2 no. 192 takes a dip at Ruislip troughs. *photo: author's collection*

I wonder if anyone at Doncaster ever thought, "Ours ought to have looked like that"? Arguably second only to Robinson's 'Jersey Lilies' as Britain's most beautiful Atlantics were Douglas Earle Marsh's sleek H2s for the 'Brighton', exemplified by no. 32424 'Beachy Head'. And doesn't BR lined black suit her? *photo: Photomatic*

Patrick Stirling would never have produced a 4-4-0. His dislike for coupled wheels for express engines is well documented. He was no fonder of leading bogies (he didn't mind them under the rear of his neat 0-4-4 well tanks) or outside cylinders, so it is somewhat ironic that he is now best remembered for his magnificent 8-foot Single (the preserved No. 1 would look even better if it was paired with the correct tender). More typical were his very simple (but gorgeous) inside-cylindered 2-2-2s for express passenger work, with no less attractive 2-4-0s and 0-4-2s reinforcing his 0-6-0s on mixed traffic.

It was Stirling's 8-foot wheel that decided those outside cylinders - it left no room for a crank-axle under the boiler - and it was the outside cylinders which dictated there be a leading bogie, but as already remarked, Stirling was extremely proud of and jealously guarded the beauty of his "grand engine".

Patrick Stirling was succeeded on the GN by H.A. Ivatt. Is it significant that the Ivatts are never known by their Christian names, just by impersonal initials? Neither father or son had any artistic pretensions. Ivatt the elder put domes on his engines, but clung to a flattened-top version of Stirling's wrap-over cab which gave his engines a peculiarly old-fashioned look. Even Gresley continued with a version of it to begin with, until he thought better of it.

What had suited small-boilered 19th Century locomotives did not look right on 20th Century designs. Ivatt's first series of Atlantics, the 'Klondykes', just about got away with their spartan cabs, but on his large boilered Atlantics they looked positively anachronistic. Possibly the worst feature of many of Ivatt's engines though, accentuated by an ugly style of chimney, was the smokebox door, which looked a size too big for them. That affliction was also suffered by John Adams' later North Staffordshire locomotives, which were surprisingly utilitarian considering he was the son of William Adams (of whom more anon), and couldn't compare with the gems of the Charles Clare and Luke Longbottom eras.

The smokebox door is the "face" of the locomotive (if that can be said without infringing some 'Thomas' copyright) and the replacement of Johnson's flush-fitting smokebox door by a dog-secured one was at least as harmful as the substituting of his drainpipe of a chimney in Deeley's mutilation of those Johnson engines he didn't rebuild. Not that the dog-secured smokebox door was inherently ugly - it could and did suit some of the more workaday types, but it was not for refined gentlefolk.

Arguably Ivatt's most elegant designs were his short-lived 4-2-2s and his much longer-lasting Atlantic tanks (LNER class C12), but then an old-fashioned look is not detrimental to a sedate Victorian lady. When Ivatt's former Doncaster Works Manager, Douglas Earle Marsh, moved on to the LB&SC, he took with him the design for the large boilered Atlantic (of which, in fairness, it is understood he played a major role in the technical design) and produced his own version. His H1, with a decent cab and chimney, was a distinct improvement on the Ivatt original, but let down by its up-and-down running plate. His second attempt, the H2, on which the straight running plate from cylinders to firebox, with graceful reverse curves fore and aft, showed how splendid the otherwise admirable GN Atlantic could have been. John G. Robinson's 'Jersey Lilies' are rightly acclaimed as Britain's loveliest Atlantics, but Earle Marsh's H2s have to run them a close second.

The 'Brighton' was fortunate in always having attractive engines. Stroudley was a hard act to follow, but Robert Billinton came from the Midland and produced a delightful blend of Johnson and Stroudley practice. That reverse curve raising of the running plate was introduced on his lovely B2 4-4-0 'Grasshoppers' and became a feature of Brighton locomotives through Earle Marsh's and Lawson Billinton's reigns - notably on the latter's perfectly proportioned K class Moguls and fabulous L class Baltic tanks. Apparently a 4-6-0 tender version of the L was projected but never built. What a sight that might have been. Even with their asymmetrical running plates and mis-matched tenders, the N15X 4-6-0 tender rebuilds of the Baltics still contrived to look good, but could only hint

at what might have been.

Baltic tanks! What grandeur the name implies, and just imagine how a Baltic tank version of Robinson's *Lord Faringdon* might have looked! That of course would never have happened. Express passenger tank locomotives were only ever built for relatively short main lines. The mightiest Baltic of all has to be the tank engine version of George Hughes Lancashire & Yorkshire 'Dreadnought' 4-cylinder 4-6-0, which - at the second attempt - was itself a magnificent locomotive, marred visually only by its centreless 'blank-face' smokebox door, which was subsequently cured by the addition of the LMS smokebox number plate. Hughes though was no artist. As if his treatment of John Aspinall's neat 2-4-2 tanks wasn't bad enough, what he did to Aspinall's fine 0-6-0s and 7'3" 'Flyer' 4-4-0s was unspeakable.

The Brighton's though were surely the finest Baltics, and it can be no coincidence that the LB&SC chose one to be their war memorial engine, but the 'Furness' with their inside cylinders were the daintiest - the female of the species. What a sensation those Furness Baltics must have created, on a line which had established a tradition of lovely but only modestly dimensioned engines, most notably truly delectable 2-4-0s and 4-4-0s (like the Cambrian's, straight from the Sharp Stewart catalogue). The Furness's later 0-6-0s tended to be spoiled by disproportionately large smokeboxes, but their 'Little Sharpie' antecedents were truly exquisite.

Wanderings around the Internet
with Bob Gellatly

"Forgotten Relics of an Enterprising Age" at www.forgottenrelics.co.uk
Lots of goodies to look at here – tunnels, bridges, viaducts and stations. I have just picked out two of GCR interest.
Catesby Tunnel can be found at www.forgottenrelics.co.uk/tunnels/gallery/catesby.html and *The story of Scarcliffe station* by Trevor Skirrey can be found at www.forgottenrelics.co.uk/stations/scarcliffe.html.

"British Railways in the 1960's" at www.britishrailways1960.co.uk
Brian Robertson introduces his website with these words:

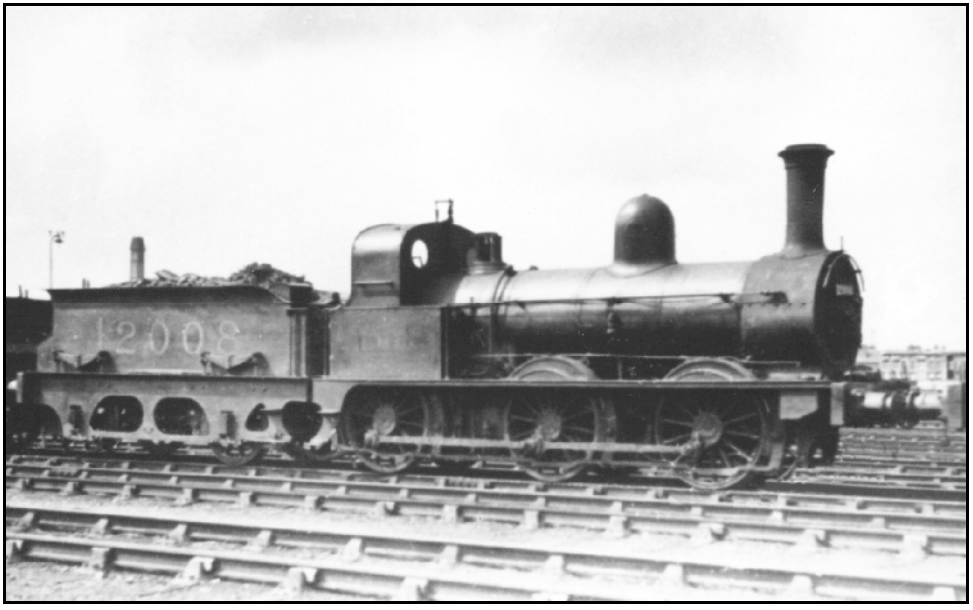
"This website is intended to give a picture of British Railways as it was c.1960. With the aid of a set of books issued to railwaymen, the Sectional Appendix, I have listed all lines and all locations along with point to point mileages. My next steps are to add running lines and to provide clickable links at junction locations to enable easy navigation between connected routes. Finally, other information will be added."

The former GC main line from Marylebone to Manchester is included. All stations, signal boxes and junctions are listed with their exact locations. A very useful resource.

"The Loco Shed Index and Loco Allocation Lists" at www.steamsheds.co.uk
One of the reference books I keep to hand on my desk is the 1952 edition of Ian Allan's abc Locoshed Book. Such Locoshed Books are a fascinating and useful source of information. Now that information and much more has been placed on the Internet and in a more accesible way. I entered '61066' for allocation information and found that this B1 locomotive was at Woodford Halse (1948-50), Annesley (1950-59), Cambridge (1959-60) and March (1960-62). There is also a comprehensive index of engine sheds that includes Nunnery, though there is no photo for this shed.

"Bite discount card" at www.bitecard.co.uk
Do you use station food outlets? If so you could benefit from having a Bite discount card. Most station food outlets are giving 20% off. I have one but not used it yet. There doesn't seem to be a catch – just a discount waiting to be claimed. The card itself is an interesting shape.

Lawson Billinton's Baltic tank for the LB&SC no.333, the most magnificent of a splendid type. In 'Brighton' days the war memorial status of 'Remembrance' was emphasised by a sombre battleship grey livery: the Southern later enhanced her grandeur with a coat of green and nameplates.
photo: Photomatic



Proof that not only express passenger types could turn heads: One of the Furness Railway's humble but enchanting 'Little Sharpie' 0-6-Os, now LMS no.12008. Her little four-wheeled tender is perfectly in proportion.
photo: author's collection

The timetabling of L&NWR goods trains over the GCR to Sheffield
by David Wrottesley

In *Forward 154* on page 44, Reg Instone mentioned the timetabling practices of the L&NWR and asked whether the GCR had a similar system. He said timetable compilation was a complicated matter. In *Forward 156* on page 45, I gave my thoughts about the role of Superintendents. In addition, how the MSL/GCR compiled their working timetables and how that compared with the L&NWR and GWR.

The timing of trains and their inclusion in working timetables on the larger companies was a highly complicated matter, which all too often, is not really understood or appreciated. This was especially so when the subject of running powers is considered. These powers describe the right, by agreement or enactment, of one railway company to run trains over the tracks of another company. Prior to the grouping of the railway companies in 1923, they were vital to the smooth operation of a dense network controlled by several dozen major and almost one hundred minor companies. Powers were frequently used to reach otherwise isolated sections of a company's lines and particularly for access to goods depots that were some distance from the running lines.

An examination of an L&NWR Working Timetable for July 12 - September 30 1913 is most revealing. It has a mass of information in the Appendices and includes, not only the detailed timings of both L&NWR passenger and freight trains, but also signal box opening times etc.. It has no letter or number to indicate that it is just one of a large series of WTTs produced by the L&NWR. The front page includes this paragraph; "Every person whose duties are affected by the instructions contained in this working time book must see he is supplied with a copy of the August 1911 issues of the N.N.& P. and other Appendices, including General Appendix A." A further note says; "The Appendices for men working over foreign railways dated August 1911 are in force - Appendix C for men working over GCR, D for GNR, G for MR and I for NSR." On the back page, on the left hand side, are the words - "Central Timing Office, Crewe. July 4th 1913". On the right hand side -"J.B. Bayley, District Superintendent, Nottingham".

This indicates that it was the L&NWR's Nottingham/Northampton/Peterborough District WTT with its Appendices. It included timings of L&NWR freight trains on their 1 mile 16 chain freight branch from Woodburn Junction (GC) to Nunnery Goods and City Goods in central Sheffield. The L&NWR in this WTT did not just include timings on the branch that it owned in Sheffield but included complete timings of its freight trains from Colwick in Nottingham to Sheffield. Pages 42 and 43 are headed "L&NWR trains, Colwick Sidings to Bestwood, Hucknall, Annesley, Grassmoor, Chesterfield and Sheffield." Pages 44 and 45 are for the reverse direction. The left hand side of the timing pages states clearly that it is on GNR tracks that the L&NWR freight trains are timed from Colwick sidings to Annesley

The eastern portal of a tunnel on the Nunnery Colliery Railway. The single line with a solitary wagon in the background is the remnant of what was Nunnery Goods [LNWR]. The photo was taken on 16 April 1972 when construction of the Sheffield Parkway was taking place. photo: Flickr.com

Junction, then on GCR tracks from Annesley Junction to Woodburn Junction, and finally on L&NWR tracks from Woodburn Junction via Nunnery Goods to Sheffield City Goods.

The timings of these L&NWR trains had, of course, to be agreed by the L&NWR timing staff with their GNR counterparts and included in their WTT between Colwick and Annesley. Similarly with the GCR and included in their WTT between Annesley and Woodburn Junction. In 1913, in my opinion, the relevant timing staff agreeing the timings of these trains were located at Crewe (L&NWR), Kings Cross (GNR) and Marylebone (GCR). All timing staff concerned would have referred to the Railway Clearing House Junction Diagram Book and its appendices for assistance with the complications of the area, the ownership of lines and the timing 'hand over' points between companies. In my view, there is a distinct possibility that the timetable staffs of the District Superintendents of the GNR and L&NWR in Nottingham had a considerable amount of input into the eventual agreed timings of such trains because of the complexity of railways in the area and the intricate nature of the timings of all trains by all companies on each others tracks when running powers were involved. The location of Master Working timetables and associated graphs and diagrams for the L&NWR and GNR at this time was, I believe, the subject of much debate.

I include *(over page)* a section from pages 77 & 78 of this L&NWR WTT under the heading "Notices affecting L&NWR men working over GCR lines" and relates to its Appendix C. This shows the working of L&NWR trains into Sheffield City from Woodburn Junction (GCR) was not a simple operation and was given special attention by the L&NWR. They owned a locomotive shed in the Nunnery Goods area and the branch had a connection also to Nunnery Colliery. It finally crossed the Midland Main line on a bridge close to the present day Nunnery Junction before terminating at its high level City Goods station This was more commonly known as Wharf Street Goods Depot.

The former L&NWR engine shed at Nunnery, Sheffield. When this photo was taken in 1955 this four-road shed was in an advanced state of dereliction. The area to the right appears to be in use for wagon wheel storage. *photo: Bernard Mettam Collection © Industrial Railway Society*

Sheffield - Working of Traffic between Woodburn Junction and City Station, - Sheffield (L. & N. W. Goods Branch) Amended Instructions.

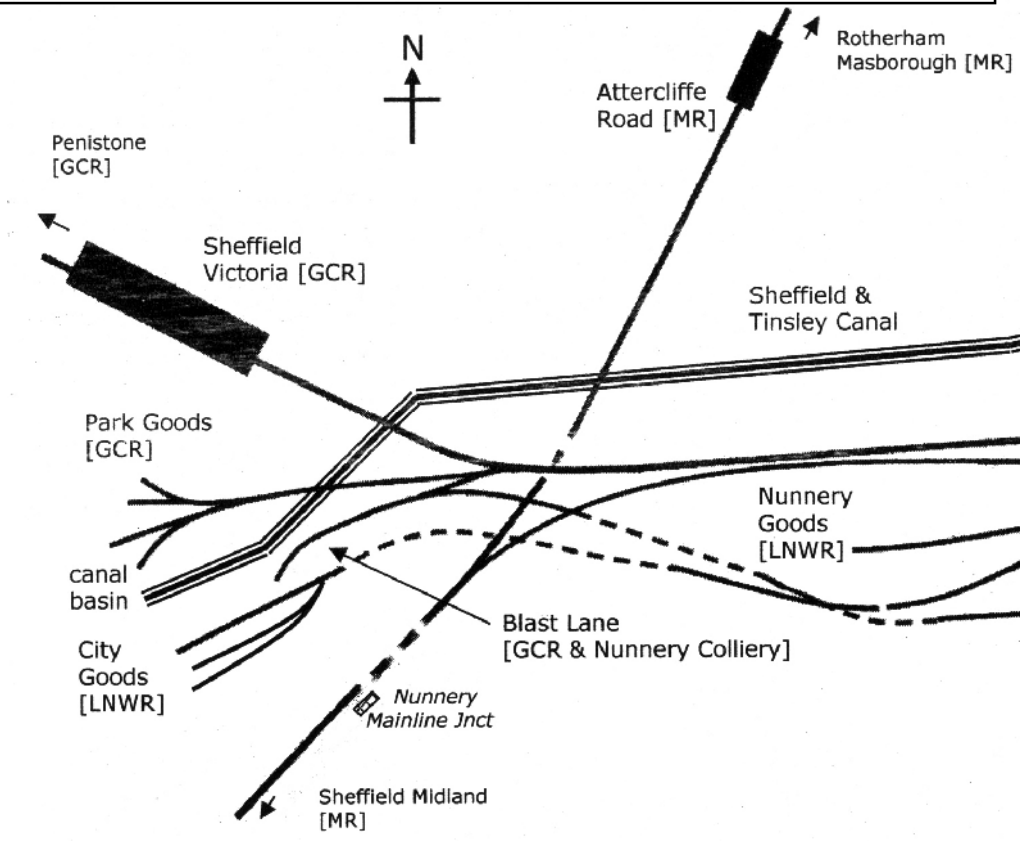
The Line between Woodburn Junction (G. C. Railway) and Nunnery Station is worked by means of a telephone.

No Up Train must be allowed to pass the Up Starting Signal at Nunnery Station unless permission has been given upon the telephone by the Signalman at Woodburn Junction for the Train to approach, except as laid down in paragraph 4, and the Signalman at Woodburn Junction must not give this permission unless the Line is clear to the Up Home Signal.

No Down Train must be allowed to leave Woodburn Junction for Nunnery Station unless permission has been given upon the telephone by the Yardman at Nunnery Station for the Train to approach with the exceptions laid down in paragraphs 5 and 6, and the Yardman must not give this permission unless the Line is clear to Nunnery Station Down Home Signal.

Should the telephone fail between Nunnery Station and Woodburn Junction, the Yardman must proceed along the Line to Woodburn Junction and obtain verbal permission from the Signalman there for an Up Train to approach the Junction.

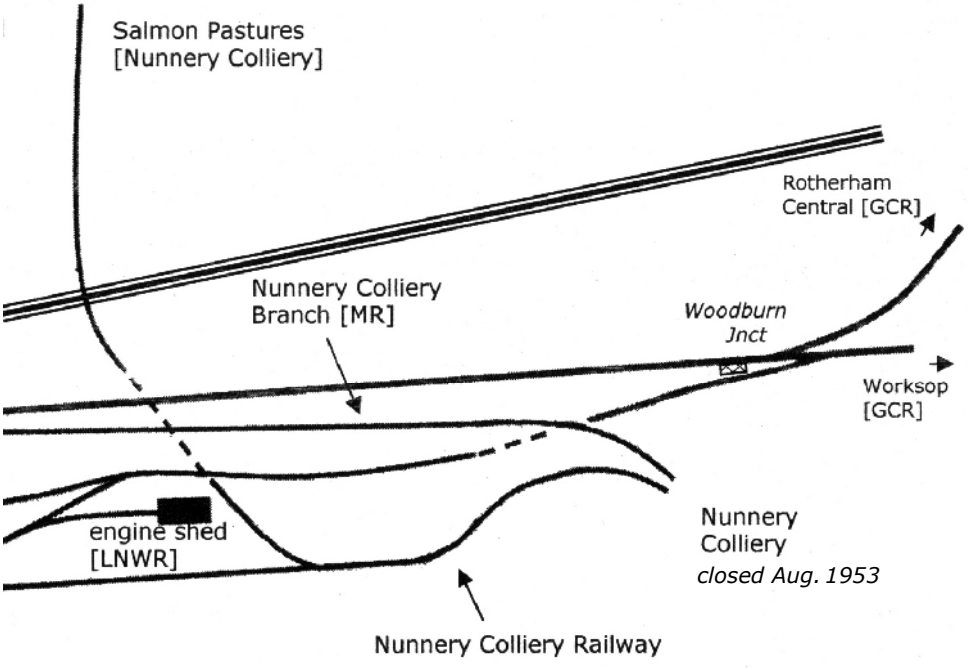
Should the telephone fail between Woodburn Junction and Nunnery Station or the Signalman be unable to get the attention of the Yardman at Nunnery Station, Down Trains may in clear weather be allowed to approach Nunnery Station after the Driver has been instructed by the Signalman at Woodburn Junction to proceed cautiously and be prepared to stop short of any obstruction between Woodburn Junction and Nunnery Station.



During fog or falling snow, should the Signalman at Woodburn Junction be unable to obtain telephone permission from the Yardman at Nunnery Station for a Down Train to leave Woodburn Junction, such Train must not be allowed to leave at a less interval than 10 minutes after a previous Train, unless the Signalman has been informed by the Yardman at Nunnery Station that the previous Train has arrived under cover of the Home Signal at that place. On arrival of a Train at Nunnery Station the Yardman must, during fog or falling snow, draw the train under cover of the Home Signal as soon as possible after its arrival, and inform the Signalman at Woodburn Junction by telephone that this has been done, or if the telephone has failed, the Yardman must proceed to Woodburn Junction, and verbally inform the Signalman that the Line is clear to the Down Home Signal at Nunnery Station.

The Line between Nunnery Station and City Station is worked by Pilotman, and no Train or Engine must be allowed to enter the section at either end unless accompanied by the Pilotman. When an Engine, with or without a Train, has been piloted from Nunnery Station to City Station, the Pilotman must remain in charge of such Engine until he has brought it back to Nunnery Station. When a Train or Engine is approaching City Station it must come to a stand at the Home Signal until the Pilotman has obtained permission from the Yardman for the Train to enter the Station, and when such permission has been obtained the Pilotman must lower the Home Signal. Drivers must be careful when propelling Trains to City Station to bring the Train to a stand with the Break *(sic)* Van outside City Station Home Signal.

The Annett's Key controlling the exit from the Engine Shed must be kept in the Signal Box at Nunnery Station.



Pre-Grouping layout of railways east of Sheffield Victoria

Coals through Welham
by George Huxley

At the beginning of July 1904 the LNWR opened new sorting sidings at Welham Junction for the sorting of trains carrying coal from collieries in Nottinghamshire and south Yorkshire. The Junction lay near Market Harborough [LNWR] at the southern end of the GNR and LNWR joint line which ran north via Melton Mowbray to the Great Northern Railway at Saxondale Junction, whence the LNW had running powers to the yards at Colwick and to Nottingham. In 1904 many of the sorting tasks at Colwick were transferred to Welham. There trains were marshalled for onward movement to destinations on the LNW between Market Harborough and Willesden and in the London area. Loaded trains for destinations on the SE&CR, LB&SCR and L&SWR were also prepared and forwarded at Welham Sidings.

Through the kindness of Mr Robin Culiup I have obtained a photocopy of the LNWR notice prescribing operations at Welham Sidings. The document is dated June 1904; it is of some interest to students of the Great Central, because extensive workings by LNWR locomotives to collieries served by the GC to the north of Nottingham are shown to have continued some five years after the opening of the London Extension of the GC. It is laid down that empty coal wagons for collieries on the GC line between Annesley Junction and Sheffield, if they are worked throughout by LNW engines, are to be detached at specific places for particular collieries:- At Kirkby, New Hucknall Junction, Tibshelf, Pilsley, Holmewood Siding, Bonds Main Colliery Siding, LDEC Exchange Siding, Grassmoor, Staveley Town, Eckington Station, Holbrook Siding, Woodhouse, Orgreaves Siding and Nunnery. Altogether twenty seven collieries were served, directly or indirectly, by the LNW workings that are listed. The extent of the traffic routed over the LNW from the GC may be judged from the fact that there were sixteen roads in the new sidings at Welham, with only four of them reserved for empty wagons (mostly for down trains to the collieries, northbound).

Questions that arise:

Was the extent of continuing penetration by the LNW into the Nottinghamshire and south Yorkshire coal traffic in part due to the preferences of coal merchants in London and the South of England?

Did the GC succeed in winning some of the LNW's London-bound coal traffic?

Is the amount of LNW working on the GC via Colwick partly a consequence of a lasting locomotive shortage on the GC (the dearth of motive power had been so severe that 2-6-0 locomotives had been imported from the United States)?

How much working after the Grouping was undertaken by the LMS of trains from and to the collieries listed in the 1904 document - from Bentinck Colliery in the south to Nunnery Colliery in the north?

The LNW had running powers over the GN between Bottesford North Junction, at the northern extremity of the Joint line, and Doncaster; did much coal traffic off the GC come by way of Doncaster and the Joint line (provision for movements via Doncaster is made in the 1904 instructions concerning Welham)?

After the opening of the London extension the GC worked goods trains to the Great Western via Aylesbury to Acton. Later, much coal and other traffic was exchanged with the GW at Banbury. Was the GC content to allow Nottinghamshire and south Yorkshire coal to go by way of Welham because the Woodford to Banbury link had proved to be successful?

By 1914 the number of loaded and empty wagons exchanged annually over the link had risen to nearly a quarter of a million. Finally, it is to be noted that the LNW made special provision for GC workings to and from Colwick.

"Empties for South Yorkshire Collieries, worked forward from Colwick by Great Central Co.'s engines, to be marshalled in one section for Old Yard, Colwick, and to be worked through on Colwick trains as at present."

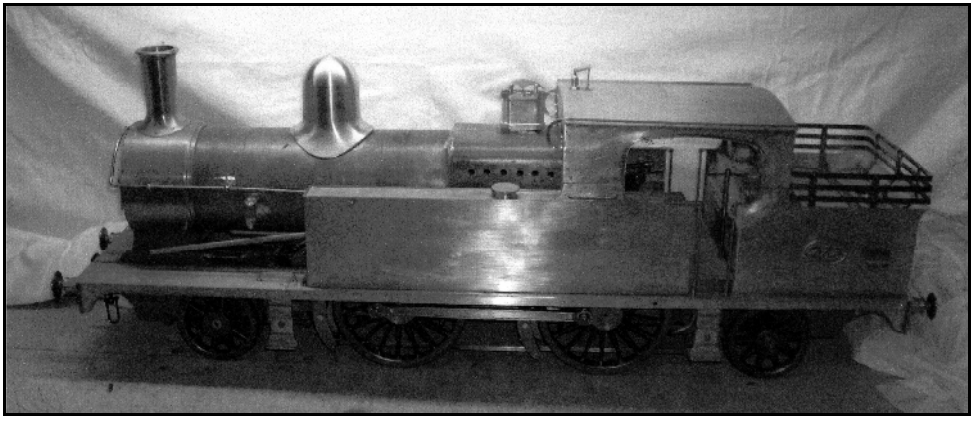
That the new sidings at Welham were chiefly intended for loaded, southbound traffic in the up direction is shown in the lack of a crossover at the new Welham Sidings Cabin to permit direct access to the sidings from the down line at the Market Harborough end of the yard. Whatever the answers to the questions asked above may be, the instructions for Welham Sidings throw light upon a, perhaps neglected, aspect of train workings on the metals of the GC and of some of the collieries it served.

Modellers' Corner
by Tony West

Patience, so it seems, is a very necessary virtue for GC modellers as the crop of promised new goodies from last year are still around that elusive corner. I've spoken to Chris Basten (Dragon models) who assures me that the artwork for the GC coaching stock transfers is complete and he is awaiting an opportunity to print them. He will be attending the Aylesbury Show (29/30 May) by which time he hopes to have them available for sale on his stand.

As some of you may be aware Quainton Road Models are set to bring out some goodies in, initially, 7mm scale. The first will be a six wheel fish van (there were only four of these built in 1900) which looks just like a five compartment but with louvres instead of windows. David Howes, the proprietor, kindly brought a built prototype along to the last show at Telford. Most impressive and well worth the wait. David has just got to sort out some teething problems with the lost wax castings and he will be ready to market it. All set to follow on shortly afterwards will be a 29ft PBV, the beginning it is hoped of many six wheel prototypes. Whilst we are with QRM there is the possibility of an etch for 9½ft wb wagon brake gear. This would also include the bits for drop link brakes.

With regard to the Autumn Meeting in Lutterworth last November, I would like to thank Richard Butler for organising it and Jack Fisher, a recent recruit to the society, for bringing his 5" gauge MSL/GCR class 3 2-4-2T all the way from Manchester. Beautiful craftsmanship and a very modest builder. *(See following article by Jack)*



Jack Fisher's model of Parker's class 3/GCR class F1 2-4-2T no.735.

I built the wrong engine!
by Jack Fisher

This story begins around 1946 or 1947 when I was eight or nine years old, trainspotting on the ex-Midland/GC line between New Mills Central and Hayfield in Derbyshire. This was when I fell in love with a couple of suburban passenger tank locos and also, on occasions, had the pleasure of travelling behind them.

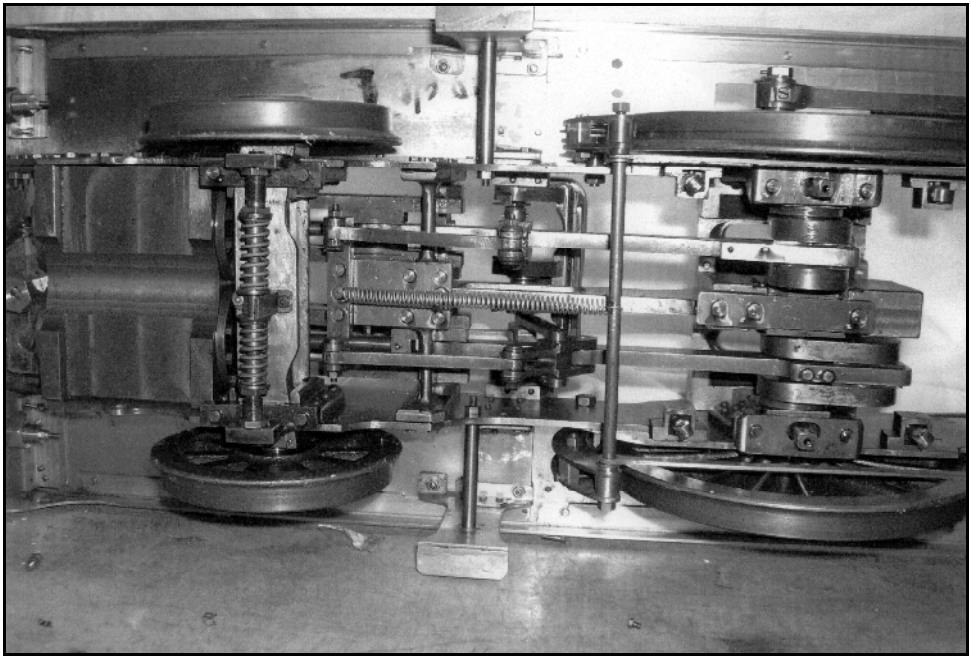
However, I never got the chance to visit this area again for many years due to living deep in LMS territory. By the mid 1980s my ailing memory, along with some rather poor research and some equally poor guesswork, informed me that the locos in question were LNER class F1s (ex-MS&LR/GC Parker class 3), namely nos.734 & 735, built around 1892 by Neilson at Springburn, Glasgow. As my hobby of a lifetime is model engineering, I decided around 1985 to build a 5" gauge model of no.735, using a set of photographs which I obtained from the Mitchell's Library in Glasgow, who incidentally, hold a great archive collection of Glasgow's loco building.

I also obtained a copy of Neilson's G.A. drawing from the Science Museum in London. This drawing, or to be more precise, copy of a tracing, is a quite remarkable document. It is quite humbling to a computer-aided draftsman to accept that this standard of technical drafting was available to manufacturers so many years ago, especially when you consider that the tracing must have been produced with a bow spring pen and Indian ink. It is even more remarkable when I found that no required detail or dimension was missing on this drawing. The only exception was the radius of the cab roof, however as the drawing is a cut away plan and side elevation only, this detail would only show up on an end elevation. Even more remarkable is that the huge amount of notes and dimensions do not in any way confuse the drawing - it still remains a true picture.

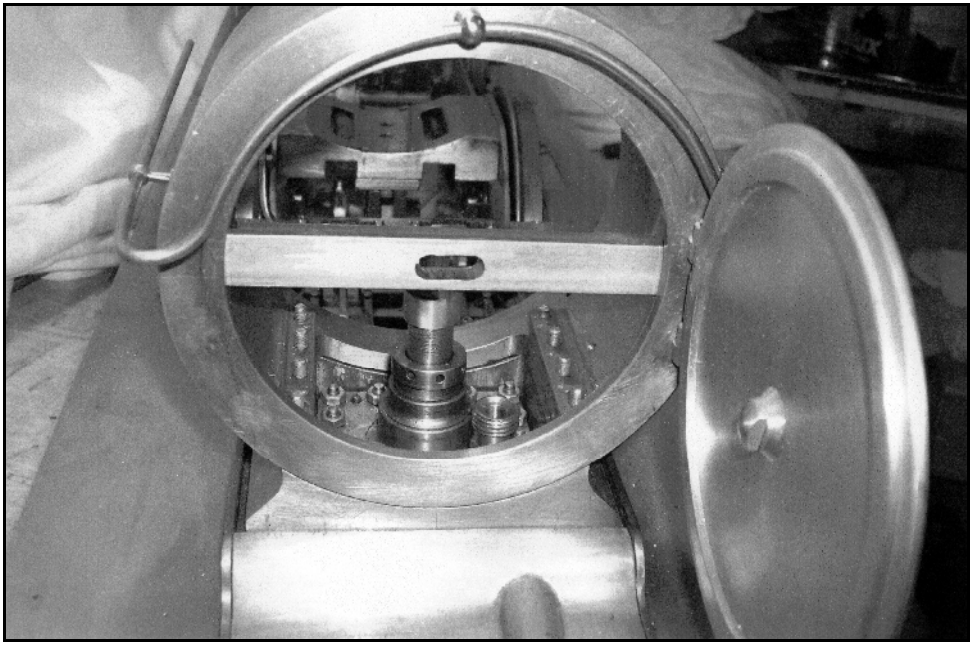
Obviously, as there are no castings available for this model other than wheels intended for other locomotives and no commercial parts specific to this loco, everything had to be made from scratch. Also as the power of scale is square, it is not acceptable to make everything to exact scale, as linkages and other parts would not have sufficient strength to perform their functions. It follows that new design drawings had to be completed from which the model could be produced. This involved a great deal of time and effort in order to make sure the functional balance of the finished model would be satisfactory. The main areas of concern are the balances between such elements as firebox grate area, firebox and tube heating surface areas, superheating, cylinder size and valve events, along with many other considerations to produce an efficient and functional model.

By early 1989 I had finished the rolling chassis. Unfortunately it was then that I obtained a copy of an excellent historical railway publication, namely *Locomotives of the LNER Part 7: Tank Engines classes A5-H2*, first published by the RCTS in 1964. This book traces and records the historical records of the relevant classes of locomotives involved in this tale. Oh, how I wished I had known about this publication earlier, as it informed me that the loves of my life, 734 and 735, were withdrawn in the 1930s. How then did I remember 734 & 735 so often during 1946/7? This new information was the proof positive that my memory was distorted, however I was now committed and quite happy to continue with and complete the model of this new love of my life. Despite this new information I decided that I was still going to build 735.

It was at this point that I decided to set the period for the model at circa 1915, as at that time 735 would have had a Robinson chimney, rather than the original or the later ugly 'Flower Pot'. Also as 735 was the first of the class to receive a Belpaire boiler in 1909, its appearance would have been nearer to my supposed memory. It is my opinion that the combination of the above features and the extended bunker would make 735 a most handsome loco, especially as I would also be able to use the GCR livery of that period.



Front radial axle assembly.



View inside smokebox before boiler fitted.

Going back to my faulty memory, 734 & 735 received the numbers 5734 & 5735 in 1924, a fact that I had become aware of when contacting the Science Museum. What then, was the identity of the locomotives I had originally been captivated by. My current thinking suggests that they must have been C13 4-4-2s with nos.7434 & 7435. These locos received those numbers early in 1946. The two classes were remarkably similar in general appearance above the footplate, despite the F1s being 2-4-2 tanks and the C13s being 4-4-2 tanks.

Some of the difficulties involved in producing a model of a Parker class 3 are listed below.

1. The curved radial axle boxes, front and rear, require the frames to be cranked inwards to allow the radial axle box, complete with the captured axle, to travel in a radial mode inside the curved horns without the inside of the wheel flanges contacting the frames.

2. The radial axle assembly is very complex, requiring both centralising springs as well as weight distribution springs. A further complication is that the axle boxes and horns are required to be machined at a radius positioned around a central point, midway between the two radial axle box centre lines.

3. This cranking of the frames also reduces the distance between the frames, particularly at the front end and therefore reduces the available space for cylinders, valve gear, etc.

4. The valve gear being Joy's, it is a very difficult gear to design and build, as it is not possible to slavishly follow the full size drawing due to a combination of conflicting issues which arise from the power of scale and other practical design considerations.

I do appreciate that Don Young produced drawings for a very similar L&YR 2-4-2T, however I have not viewed or used any part of them as it has always been my challenge to go it alone and produce as faithful a model of 735 as possible. The model is now almost complete, the only major work still required is to finish the boiler, which is made totally of copper and phosphor bronze. All the individual boiler components are finished. The only work remaining is the final silver soldering session on the boiler and final assembly and the piping connections. Following this, the loco will be stripped down for painting as near as possible to the GC livery used around 1915 using Marcel Guest enamels and then re-assembled and used to haul trains at both Stockport and Sale Model Engineers Society tracks.

I wish to express my gratitude to the people listed below, who have been of support and assistance to me at various stages of this project. Let me also add that I have no connection with either of the two commercial companies listed, but can testify to the excellent service I have received from them

Murdock Nicholson at Mitchell's Library for Neilson's photographs.
Willy Duerr, retired Neilson's employee, for research information.
Alex Lindsey, retired Neilson's employee, for research information.
Ron Bray of Holton le Clay, Lincs, for research information.
The Science Museum, London, for the original G.A. drawing.
Members of Stockport & District Society of Model Engineers for advice and support.
Members of Sale Area Model Engineers Society for advice and support.
William Fay for GCR livery information.
Marcel Guest Ltd. for advice, support and supply of enamel paints.
Diane Carney of Diane Carney Ltd. for photo etched plate supply.
Tony West for advice and support.

I am also grateful to Greg Fox and Ian Smith for their Foxline *Scenes From The Past* publications. They make fascinating reading and the photographs have been of immense value, showing otherwise unknown detail, which is of great value to any modeller of things no longer existing, no matter whether modelling locomotives, buildings or other railway infrastructure.

Model Railway Exhibition Diary
Some events that may interest our readers

Sat.20th – Sun.21st March: Nottingham Model Railway Society Exhibition at the Harvey Hadden Sports Complex, Bilborough Park, Wigman Road, Nottingham.
Web site at www.nottingham-modelrailway.org.uk.

Sat.27th – Sun.28th March: Sheffield Model Railway Enthusiasts Exhibition at Birkdale School, Oakholme Road, Sheffield.

Sat.27th – Sun.28th March: Warners Group Publications - The London Festival of Railway Modelling at Alexandra Palace, Alexandra Way, Wood Green, London.
Web site at www.brmodelling.co.uk

Sat.17th – Sun.18th April: Mansfield Model Railway & Photographic Exhibition St. Peters Church Hall, Church Side, Mansfield.
Web site at www.mansfieldmodelrailway.co.uk.

Sat.17th – Sun.18th April: Scalerail East Midlands Exhibition at Shepshed High School, Forest Street, Shepshed, Leicestershire.

Sat.8th – Sun.9th May: Cleethorpes Model Railway Society Exhibition at Cleethorpes Memorial Hall, Grimsby Road, Cleethorpes, Lincolnshire.
Web site at www.cleethorpesmodelrailway.co.uk.

Sat.8th – Sun.9th May: Stockport & District Railway Modellers Exhibition at Stockport Grammar School, Buxton Road, Stockport, Cheshire.
Web site at www.sdrm.co.uk.

Sat.22th May: Lutterworth Railway Society Model Railway Exhibition at the Wycliffe Rooms, George Street, Lutterworth.

Sat 29th - Sun 30th May: Risborough and District MRC - Railex 2010 Exhibition at Stoke Mandeville Stadium, Harvey Road, Aylesbury, Buckinghamshire.
Web site at www.rdmrc.nildram.co.uk

Sat 19th June: Model Railway & Bus Exhibition at Central United Reformed Church, Norfolk Street, Sheffield.

On Great Central lines today
by Kim Collinson

A new freight service commenced running over the GC/South Yorkshire Joint in November, this being a Freightliner operated intermodal service from Felixstowe to Doncaster Railport, which is routed from Retford over the Whisker Hill chord to Worksop then via Maltby. Its first working was on the 17th Nov. and was hauled by 66517 with 12 IKA wagons. The train is due passed Maltby at 05:37 and is routed this way due to gauge restrictions over the route via Lincoln. This is the first regular intermodal service to use this route.

The Autumn railhead treatment trains finished after the second week in December and their use over the Deepcar branch has certainly made a difference with only two reports of significant delays due to slipping. The locos used on the trains over the branch and other GC routes in Yorkshire were 66001/041/086/107/122/156/177.

A Network Rail test train worked by 31454 with a test coach and driving trailer 9701 visited Glossop and Hadfield during the early hours of 3rd Nov. and then on the following day worked over the Thrybergh, Attercliffe branches and then to Deepcar, arriving at 17:57.

The Penistone Line Partnership organisation which promotes use of the line, organised a private charter excursion from Huddersfield to Barnsley and Skipton on Sunday 6th Dec. and was formed of units 150201 and 150272. Also on the same day two ballast trains used the line and were seen at Silkstone Common at 05:30 worked by 66149, this being followed by 66115 at 10:28.

On Sat. 12th Dec. a railtour from Westbury traversed the LDEC route from Shirebrook to Thoresby Colliery Junction and onto the newly reopened line to High Marnham, this being the first passenger train to do so, and was top and tailed by 60040 and 56312. Just before Christmas, on the 21st Dec., GBRf 66707 *Sir Sam Fay* was seen at Thoresby Colliery Sidings in wintry weather conditions.

The first of occasional movements of new tube coaching stock for London's Metropolitan and District lines was moved from the Old Dalby test track overnight on the 20th/21st Oct. to Neasden Depot and routed via Princes Risborough, Aylesbury and Amersham. The train was worked by 20189 and 20227. These locos will be used on subsequent movements due to a weak bridge at Neasden.

The heavy snow and severe frosts which affected much of the country for up to a month has caused numerous delays to GC line services but most routes remained open even with reduced services on many lines. The railways performed much better than most of the road network with many of the trans Pennine roads closed for several weeks.

Some of the notable railway incidents are as follows:-
4th January: Severe disruption to services via Guide Bridge due to signalling failure.
5th January: Virtually no freight services over GC routes around Sheffield due to snow. Deepcar branch blocked but reopened the following day after a proving run from Doncaster worked by 66056.
8th January : Widespread disruption to Chiltern and Wrexham & Shropshire services due to a combination of weather conditions and a major signalling failure in the Birmingham area.

The services over the Penistone branch operated every day with maximum delays of only 30 minutes. There was a large increase in passenger numbers as the local roads and bus services were either closed or suspended. There was a huge vote of thanks from the local Rail Users Association to the line's staff for their efforts in maintaining the service in the wintry conditions.

January saw track renewal work taking place between Barnsley Court House Junction and Jumble Lane. This brought the first loco hauled trains through Penistone in 2010. 66031 worked the first engineers' train on the 2nd Jan., passing Silkstone at 20:10. This was followed over the weekend of the 16th/17th by 66089/173/088/147/089/167/035.

Friday 22nd Jan. saw 31233 work a Network Rail test train from Doncaster to Derby via Deepcar, observed at 17:30 before going forward to Cleethorpes.

An interesting new freight service has commenced from West Burton Power Station to Tilbury conveying pulverised fly ash and is operated by Colas Rail. The first working was on the 30th Oct. and was hauled by 47727 and 47739.

The last remaining operational conventional DMU still in regular passenger service on the Aylesbury to Princes Risborough shuttles, single car 977860, made a rare appearance at Neasden on 21st Jan..

On the 25th Jan. no less than five engineers' trains worked over the Neasden to Northolt route between 02:15 and 03:15, involving ten locos, all class 66s, the most loco hauled services seen on this line for many years.

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.

Hanson Traction 56312 'Artemis' heads the Pathfinder Tours "Pye Bridge Pie-Man" railtour through Ollerton station en route to High Marnham on 12th Dec. 2009. The remains of the goods shed can be seen on the right. *photo: Chris Booth*

Ronald Winstanley

An appreciation by Kim Collinson

It is with great sadness that I report the death, at 84 years old, of Ronald Winstanley, the last signalman to work Deepcar box before its closure in 1984. Ronald was one of the line's characters and was a regular signalman at Deepcar for 16 years. Before that he worked at Wadsley Bridge and Oughtibridge.

In adverse weather he would walk along the line to the boxes to keep the route open. He was very fond of the Woodhead route and remained very sad over its closure. I made several visits to see him at Deepcar during the signal box's final days and often there would only be one train on his shift, this being the trip from Tinsley.

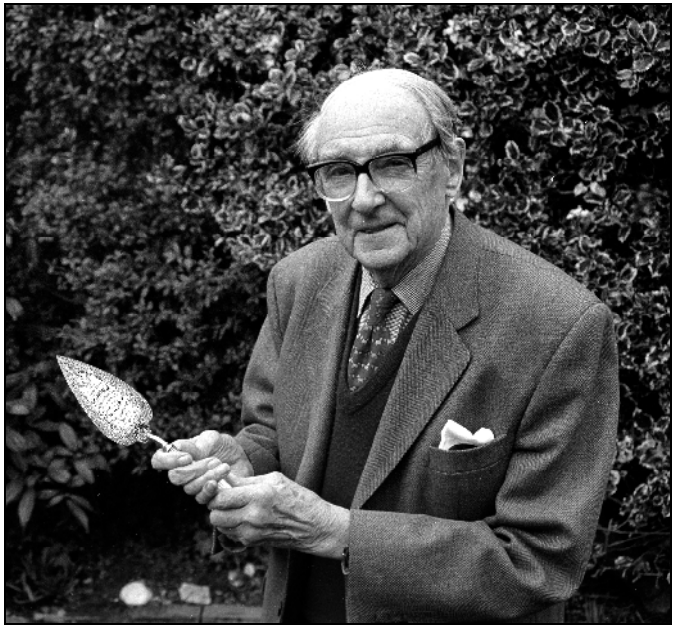
One of Ron's hobbies was weather forecasting and he was very good at getting his forecasts correct and advising the local yard staff and the Control of impending adverse weather.

His Honour Edgar Stewart Fay Q.C. 1908 – 2009
An appreciation by Mike Hartley, Chairman of the GCRS

I feel sad yet privileged to be writing these words for Edgar Fay who died on 14th November, 2009, at 101 years of age. It was just over ten years ago that I invited him to be a Vice-President of our Society and I realise now just what a good choice that was. At an age when most people are content just to sit back and enjoy what's going on around them, Edgar was always looking for things to do. He enjoyed travelling, particularly in this country, always visiting new places and discovering new things to do.

He would regularly telephone me to find out what was happening in the Society and to see if he could help in any way. He was immensely proud of his father, Sir Sam Fay, and I know he wanted to be at Immingham in 2012 for the Centenary celebrations of both the opening of the docks and the public knighting of his father. He didn't quite make it but he got pretty close.

When you think of the things he did for the Society in his ten years with us: He unveiled the plaque at Marylebone station celebrating the station's centenary. He travelled up to the Nottingham Heritage Centre at Ruddington to name a class 66 GBRf locomotive *Sir Sam Fay* and on the same day entertained a large crowd whilst learning to drive a JCB digger. He jokingly said afterwards he could do with one of those in his garden. He made the trip up to Sheffield when the GCR Memorial was re-dedicated, staying at the hotel over the weekend.



Edgar Fay with the ceremonial silver trowel used by Sir Sam Fay when laying the memorial stone of the new Keadby bridge in June 1914. photo: Paul Dalton

In 2008 the Society organised a birthday train for Edgar at Loughborough on Sunday, 12th October, for which he was truly excited. Many of his family supported the event along with Society members for what turned out to be one of the best weather days of the year. The preserved O4 no.63601 pulled our train, suitably carrying "The Edgar Fay Centenarian" headboard. He really enjoyed that day, as did all of us.

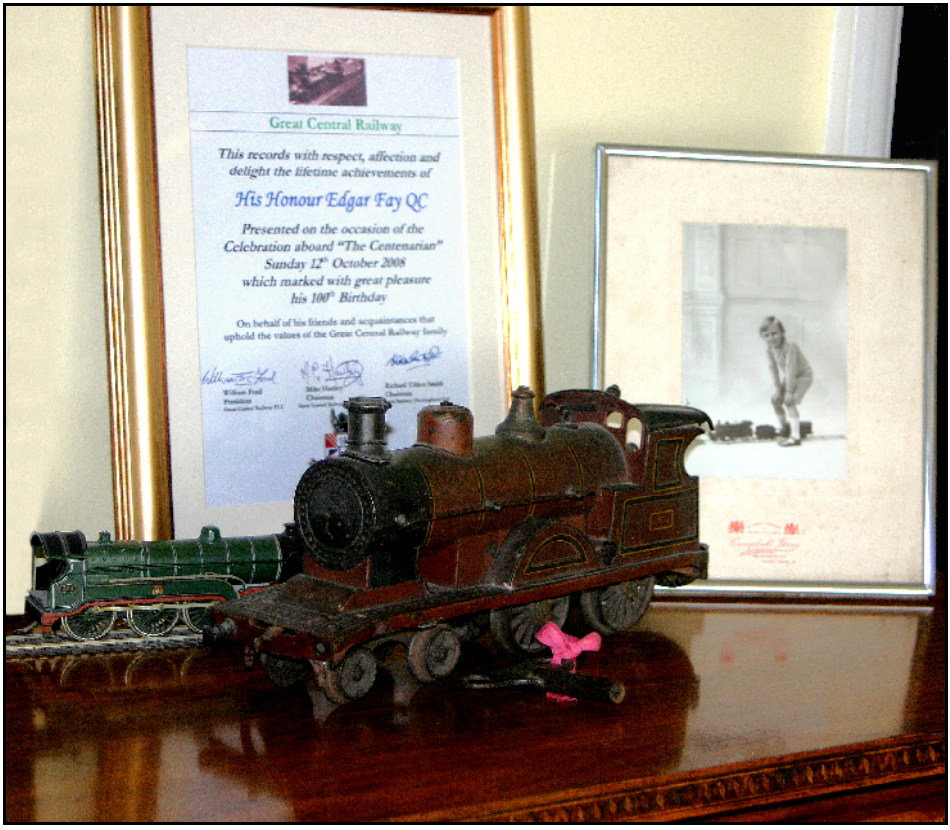
When, finally, in 2009 he found out that a new platform was to be formally opened at Ruddington on 11th July, he put this date in his diary. He had only recovered from a minor illness but he was up and running to do the honours when the day came.

I only knew Edgar a short time. He was a chip off the old block. He was dedicated, determined and a very caring person and you don't see many of them around today. Edgar had Great Central blood in his veins.

We offer our sympathies to his widow Eugenie and all his family.

Edgar Fay with Paul Dalton and Mike Hartley on 6th September 2009.
photo: Paul Dalton

Edgar Fay and his wife Eugenie on the "The Edgar Fay Centenarian" special train at Loughborough on 12th October 2008. *photo: Paul Dalton*



To commerate his 100th birthday the GCRS presented Edgar Fay with a citation. It is seen here on display alongside the photo of the four year old Edgar with his toy train set. And yes, that is the same toy train on display! *photo: Paul Dalton*

Extract from Edgar Fay's memoirs relating to the 1913 Photograph of Edgar with his toy train. It was written in the early 1990s.

"At Christmas 1912 I woke up to find laid out on the window-seat in my bedroom a Midland Railway locomotive and tender with two coaches and a brake van, all resting on a length of track. This was to be the nucleus of the model railway with which I played, with and without companions, for the next ten years. Soon after Christmas the train was bundled up and taken with me to a photographer. He was a wise photographer and pretended to have some difficulty in coupling the coaches. Impatient as always I showed him how to do it, and the resultant photograph caught me in the moment of triumph, a happy fulfilled child. It was quite the best photograph ever taken of me.

The trains were none of that petty O-gauge stock popular later when I came to buy Hornby engines for my sons; it was gauge-1, bigger and better. Made in Germany, of course. The track and the rolling stock have vanished over the years but I still today possess the locomotive. It has lost its original chimney and its tender but the key has miraculously survived and when it is wound up it still goes."

Items sold recently by G.W. Railwayana Auctions
(see page 19 for auction house details)

BR(E) totem from Deepcar which closed in 1959. Sold for **£600**.

Tyer's No.9 brass single line key token for Killingholme – Immingham West Jnct. Stamped on reverse '14'. Sold for **£90**.

LD&ECR fire bucket bracket in restored condition. Sold for **£65**.

LNER 'winking eye' enamel sign from Northolt Park station. Sold for **£850**.

Shedplate 41H - Staveley (GC) from July 1958 to June 1965. Sold for **£230**.

GC& MR cast iron trespass notice in lineside condition. Sold for **£130.**

Woodhead after closure - Part 9: 2006
by Paul White

The beginning of the new year was dominated by the increasingly strident campaign for a Longdendale By-Pass and Glossop "Spur" road, carried out in the correspondence pages of our two local newspapers, followed in February by the publication of the compulsory purchase orders for the proposed route. The building of the new road now looked like a foregone conclusion. However, new fears were being expressed about the destruction of historic properties on the line of the proposed "cut and cover" tunnel and the possibility of subsidence occasioned by the disturbance of the water-table. Following a Tameside "Write in Support of the By-Pass" exercise conducted in the local press, "Save Swallows Wood" took out their own full-colour advert backed by the CPRE showing the landscape the proposed road would cross and giving the address of the Secretary of State to write to.

In the face of this preponderance of By-Pass news the Woodhead Line did not get a look-in until April with the protagonist of the "Translink" scheme, Mr Julian Newton, urging the re-opening of the Woodhead Tunnel in a scheme that would involve the relaying of 35 miles of track and with the tunnel floor being lowered by 700mm to accommodate a maximum roll-on-roll-off lorry height of 14 feet. Mr Newton asserted that he had had assurances from haulage firms that they would use the service at a cost of £26 each way, but a Tameside Council spokesman dismissed the proposal, stating that "consideration has already been given to the Translink proposal by experts who concluded that it wasn't viable, fundable or practical". However, Mr Newton's scheme, now referred to as a "rolling highway", received a major boost from Barnsley and Penistone MP and Industry champion, Mick Clapham, who wanted the Manchester to Sheffield rail link brought back to stimulate employment. On September 21st 2006 the *Glossop Chronicle* carried this story with Mr Clapham quoted thus: "I believe that in the next ten years we will see it happen....I think a railway can revive Penistone and at the same time help the A628". In May 2006 the first indications came that the By-pass might not run to schedule as the Highways Agency had received over 1,400 letters of protest.

The weight of objections led to the Public Enquiry scheduled for the end of 2006 to be postponed to a date to be announced in 2007, leading opponents to claim that it was possible that the proposals could be defeated with "big guns" such as English Nature and the Peak Park Planning Board backing the objectors, while the scheme received negative publicity nationally in the *Guardian* of Wednesday 30th August 2006 where on a full page map of Britain it was identified as a "Landscape Under Threat".

In September 2006, Glossop Station was awarded a "Blue Plaque" in recognition of the work undertaken by Glossop Environmental Trust and its dedicated offshoot the Friends of Glossop Station, principally for the transformation of a derelict strip of land on the Howard Street side of the station into a "garden packed with trees and bushes". The *Glossop Chronicle* report rather oddly remarked that "the blue livery was chosen because Glossop was once part of the London and North East network", a statement which seems to be a conflation of several elements. The plaque itself states correctly that "the line was built privately by the Duke of Norfolk" but then ignores a great deal of its history by stating that "ownership was later transferred to the LNER". The LNER coat of arms is at the base of the plate (or rather "coat of arm"; a missing "s" was spotted at the unveiling ceremony and the plaque had to be sent back to the makers to be altered before being permanently fixed!).

The Longdendale Trail, which follows the line of the Woodhead Railway, received a mixed press in 2006. In September a section between Torside Crossing and Torside car park was closed while United Utilities engineers investigated cracks in the surface. In October the Trail was voted 3rd in the "Amazing Spaces" category of a National Lottery

competition. Longdendale Trail project officer Les Ford was presented with a statuette of the Lottery Logo by Noel Edmonds and Linda Barker.

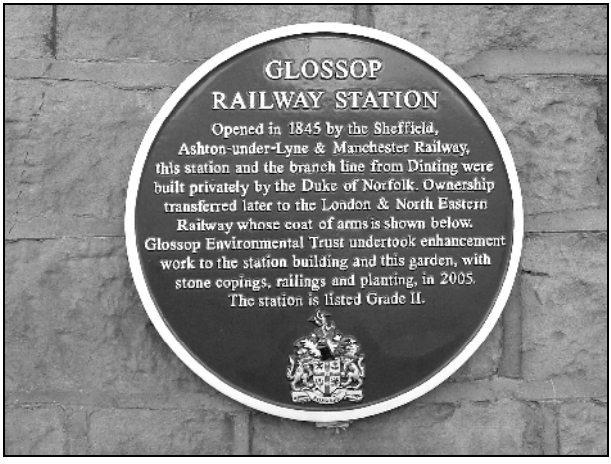
Also in October 2006 a serious fire caused extensive damage to Guide Bridge Station. Arsonists struck in the early hours of Sunday 22nd October and destroyed the booking hall, footbridge and waiting room on the Manchester bound platform. The booking hall was subsequently repaired but the footbridge and its associated and long-disused goods and parcels bridge which connected with lifts to each platform were damaged beyond repair and were quickly demolished. Very little now remains of a once extensive station.

While the By-Pass debate continued to rumble on in the background, the High Peak MP Tom Levitt declared his support for both the By-Pass and a "viable" rail scheme in his *Glossop Chronicle* column of December 7th. He mentioned the previous "Central Rail" scheme and the current "Translink" proposal, but while he could see "a great future for rail freight" he felt the Translink scheme was "not as realistic as the Central one".

MAGLEV (magnetic levitation) pioneered by Prof Eric Laithwaite (see Part 8) and the concept behind Transrapid's plans to build a high-speed line from London to Glasgow received a severe blow in September 2006 when 23 people were killed in a driverless MAGLEV train on a test track at Latheu near the Dutch-German border. The project, a joint Siemens/Thyssen-Krupp venture had been running for seven years and had carried 7 million passengers. Nothing has been heard of the scheme subsequently.

Finally, the *Glossop Chronicle* of 7th September 2006 recounted a tale from Great Central days of a boy who made a "perilous 90 mile ride under a speeding express". The "frail looking lad of 13 was charged with travelling on the GCR without a ticket". The boy had walked from Glossop to Manchester and didn't fancy the 13 mile walk back, so he slipped into London Road Station and crawled under a train thinking it was the "push and pull" back to Glossop – but it turned out to be the 11.30pm to Leicester. Half lying on the brake apparatus and holding on to some rods, the boy travelled through a bitterly cold night as far as Nottingham Victoria Station. Crawling out in a "benumbed" condition in the early hours of the morning, he entered a third-class compartment, hoping for a ride, to where he didn't know, in comparative warmth and comfort. But he was discovered, exhausted by a ticket collector who marched him off to his superiors. The boy was taken to the Guildhall and then the Workhouse. The next day he faced the magistrates, who discharged him into the care of his uncle.

Thus did 2006 end, with a piquant story but with no progress on either the By-Pass or Woodhead.



Archive additions

Two glass negatives have been purchased for the GCRS archive. We have no information about the photographer or the date they were taken.

GCR class 11B 4-4-0 no.107 arriving at a deserted Marylebone.

GCR class 8B 4-4-2 no.264 at Marylebone waiting to depart with a train.

The Pollard family railway history – Part 6
by John E. Pollard

Once, coming back with my regular driver (the one I didn't get on with), we had a full train of ironstone for Staveley Works. We left Woodford and got them on the run over the troughs. Charwelton's distant was off so we were clear to Staverton Road signal box. As we went over the top to drop down through the tunnel I went over and screwed the handbrake on and then we were away through Catesby tunnel. I have never had a ride like it, before or since - we were rocking and bouncing and the engine, which was an O1, was really shaking. I asked my driver what was happening and he said we were going faster than the wheels were going round. "If Staverton Road's distant is on, hard luck! We're not stopping, that's for sure." As we came out of the tunnel the distant was green and green again at Braunston. It was a good job as we would not have been able to stop at either. My driver had hold of them by the time we got to Barby sidings. This was a former military store. When the East Coast floods happened, we had to go light engine to Barby and pick up a train of vans every day. One week we had a "Springbok" on and ran number one speed to Bulwell. The vans were loaded with sandbags for the sea defences. But back to our ironstone train. After Barby it was almost all uphill until we topped Ashby bank and then 13 miles downhill to Leicester. But this time my driver had them well under control and we had no more trouble. After arriving at Bulwell and been relieved, our guard, Darkey Knight, came in the cabin. I asked him if he had been using his brake. "No, why do you ask?" he replied. "You would have found out if Staverton Road signals had been on", I said. "I thought you went down there a bit smart!" he answered.

We used to have a night shift turn from Bulwell at ten on a Friday night during the holiday season. This was on the Nottingham-Ramsgate holiday express which we worked as far as Leicester, then travelled on to Woodford for a back working. On this particular Friday I walked into Bulwell cabin and sat down. The drivers were discussing the use of the vacuum brake for stopping passenger trains. Some were for a gentle application while others were for the 'Leicester' method of dropping the handle with a bang to make a full application. The timekeeper called out, "Ramsgate engine". The fireman had a good fire on with the dampers shut and they had topped up the tender as she had a long way to go. It was one of Annesley's "Springboks" no. 61066. We got on and ran light to Basford carriage sidings. The shunter told us that we had twelve on, including a restaurant car - a big load for a "Springbok". The train was in two roads. We backed up on the first six coaches and after a while drew out. We then backed up on the remaining coaches. The shunter coupled up, my driver blew the brake up to 21 inches on the gauge and then whistled up. The board came off, I got the tip from the guard, and we started down to Nottingham. As we stood in the platform, I put the bag in to top up the tank. It could then make it to Charwelton troughs. The water columns at the Vic had a heavy weight at the end to stop them blowing over the line. When you had finished you got out of the way sharpish as you might get an unwanted ride off the tender. Back in the cab I built up the back of the fire as I knew what was coming. I then got the bent dart ready and sat down.

After a while the carriage doors started banging as the porters shut them. I watched the signalman in South box start moving the levers and tapping on the telegraph instruments. The signal was now green and I stood up and picked up the bent dart. The driver opened the regulator with his left hand while pulling on the whistle string with his right. With the regulator open I opened the dampers, put the bent dart in and spread the fire all over the box. I put the dart down and picked up the shovel. The driver had both hands on the regulator which was pulled right over and sparks were flying sky high from the chimney. Through Arkwright Street and then heading for Wilford. The driver had not started to pull her up yet but I was not bothered. I had a good fire on and it was going well. We flew through Ruddington and when approaching Gotham he started to pull her up a bit. Hotchley Hill was closed at night so we were right away. East Leake's

distant was green and the next signals were the intermediate autos, south of Barnstone tunnel on the down grade to Loughborough. They were clear. As we came out of the cutting onto the embankment curving to our right, I could see that Loughborough's distant was green. As my driver could not yet see it, I called out "right away", with the usual grunt in reply. He pulled her up a bit more and, as we were going downhill, eased the regulator a little as we passed the distant. We crossed the Midland but we were still really going. She had a good hold on the train. When I realised we were not stopping I shouted across, "Are we not stopping here then?" Then the fun started. Down came the brake, bang shut went the regulator, and reverser into back gear as we flew into the platform. I pulled on the whistle as I saw passengers moving forward to the platform edge ready to board the train. They soon jumped back! We were through the station and well past the bridge when we came to a stop. I picked up my bicycle lamp and went back to the station to find the last coach was on the platform. Eventually the guard, I think it was Tommy, was able to give me a green light to depart. I gave him a white one from my lamp in return and went back to the engine. As I approached the engine I called out, "right away" to the driver. He set off so smartly, I had to start running in order to grab hold of the tender rail. As soon as I was back in the cab and had put my lamp away, I had to pick up the shovel again. We arrived in Leicester ahead of time despite the delay at Loughborough. We were relieved by Neasden men while we got on the train to travel on to Woodford.

On arrival at Woodford we walked up to the down side new yard cabin for our back working. We got our food out and made a cup of tea. We did not share the same mashing can like other crews but made our own. We then sat down with the other men in the cabin. I turned to the fireman next to me and asked if he wanted to know the best way to stop an express train. My drive swore, got up and went off with his food to sit in the shunters' cabin. The other drivers looked up wondering what all that was about. I said they would eventually find out, as I had seen some Annesley men waiting to board the train on the Vic platform and they would be able to relate the tale on their return. But one of the drivers went and asked our guard who told him what had happened.

BR class B1 4-6-0 no.61066 passing under Lee Road bridge on the approach to Saunderton with the up 'The Master Cutler'. The brick double bridge (the down line bridge is hidden by the locomotive) has since been replaced by a single span modern structure. photo: unknown

On the Woodford turn there were three places where you could stop and to take water: Loughborough, Leicester goods and Rugby. After you had done this turn for a while, you generally had a good idea how much water was left in the tank. If we filled up at Loughborough, my driver would always go over the tender, after we had cleared the road bridge at the north end of Rugby station, to check the water level. I would tell him we were alright but he would look anyway. We never did need to stop. Once as he was coming back from checking the water, his overalls caught on the hand brake handle making him fall onto the lap plate. He was starting to slide out between engine and tender. I jumped across and grabbed his shoulders and pulled him back onto the footplate. He just got up and got back on his seat. From then on he always adjusted the position of the brake handle before climbing onto the tender.

One week my driver swapped with Harold Micklethwaite who was an ex-Doncaster driver. While at Doncaster he had been given the job of firing on the Stirling Single No.1 when it was taken out of York Museum in 1938 and used on the mainline alongside the A4 no.4498 *Sir Nigel Gresley*. There are two photos on pages 100 and 101 in the book *LNER Volume One* by Brian Stephenson. On the Monday we worked the Woodford as normal and went to the cabin for some food. The back working was a fully-fitted freight which we worked as far as Bulwell where Doncaster men would relieve us. Our guard that week was Joe Brown, who was always very smart and also tight-fisted. He said to Harold, "I'm not averse to a bit of overtime, driver". And as Harold was in the same frame of mind, he proceeded to make the most of each permanent way caution and each distant that was on to its full potential. When we had been relieved at Bulwell, Joe came into the cabin and Harold said, "How did that suit you?" "Very nice, driver," he replied, "but I've had to book you twenty minutes loco time." Harold just stood there speechless.

The next night as we climbed onto our engine at Woodford, Harold said, "Make your fire up, John, he's going to be back at Bulwell under eight hours tonight." We set off and dropped down to Woodford Old Yard for our train. Harold said, "Don't wait for the shunter, drop down and tie us on yourself." So I got down, coupled the engine on and connected the vacuum. I then took the tail lamp off the engine and as I passed the cab asked Harold to blow the brake. I then put the lamps on the front middle and right for Number One speed. Harold whistled up the shunter who gave us a green and we were away. As we drew up to the outlet board the shunter called, "45 on." The board came off, we got the green light from Joe, and we were away. We made good progress until reaching the canal bridge between Staverton Road and Willoughby where there was a 25mph caution. Harold left it as late as possible before slowing and as soon as the engine was over the bridge he opened her out again. She was a "Sandringham" - a rough rider but a good steamer. Harold picked up time in every section and we were well before time when we reached Bulwell. The Doncaster men were surprised as the train had never been that early before. Harold told them to expect it to be early for the rest of the week. Harold apologised for making me work so hard but I said I had enjoyed it. When Joe walked into the cabin he was booked off well under his day and he had lost his night rate too. Harold asked him whether he had booked any loco time for that run. He just said, "No, driver" and went out. He was booked off under eight hours every night that week.

I booked in at Bulwell one day at 11am and asked Jack Wardle, the time keeper, what job I was on. He told me it was in the up loop. A fireman, Eric Robinson, was stood by the window and as I turned away to go he said, "You're not taking that one!". I asked, "Why not?" and he said, "Five firemen have already refused that engine, including your brother." The engine was an "Austerity", no.90025. I replied, "My brother can please himself and so can you, but I won't refuse an engine until I've been on it." "You're letting the side down," he said. I asked him, "Have you been on her?" He said, "No." "Then you don't know what she's like," I said. My driver came in and signed on and we both went out. The engine had been stood quite a while so the fire was low. I had to

start building the fire up straight away. My driver whistled up, the board came off, and we were away. She steamed well but was a very rough rider. As long as she steamed I wasn't bothered, as I spent very little time on my seat. As far as I was concerned, if the driver wanted to fail her he could, as he was the one getting his ribs hammered by the cab side. I would have had her as often as they wanted.

We were on a night run when, unusually, we were put into the Rugby loop. I went to the phone to find out why. The signalman said that a young woman had committed suicide at Hucknall Central and we were to examine our train as they did not know which train she had jumped under. When I told my driver he said, "You had better walk round the train then." I asked, "Aren't you coming?" to which he replied, "No, I will look after the engine." I smiled to myself as I took my lamp out of the locker and climbed down. I checked the engine and then started on the wagons. I was about seventeen wagons back when my torch picked out flesh and blood on the spokes of the leading wheel and axle box. I looked more closely and saw some feathers. With relief I realised that it was the remains of a large bird, possibly an owl, that had flown under the train. I continued my examination, telling the guard what I was doing as I walked round his van. When I had got back to the front of the train I phoned the signalman to say we were all clear. He told us to whistle up when we were ready. My driver asked, "Everything OK?" I said, "No, there's something nasty about seventeen wagons back. Do you want to go and have a look?" He said, "No" so I said, "Whistle up and we'll take it to Woodford." The board came off and we continued our journey.

The normal practice for crews arriving at Woodford up yard was for the fireman to drop off at the top of the yard and go across to the cabin, so that when his mate came in the tea would already be mashed. On our first trip into Woodford I got my coat on and picked up my bag ready to drop off the engine at the top of the yard. The driver said, "If you get off and I run through at the bottom of the yard I will blame you." So I sat down again. As soon as the engine stopped I got off and walked back to the cabin, leaving the driver to be relieved. We never walked together except when leaving the cabin to relieve a train.

There was one trip a year to Sheffield on a Saturday morning to keep the Woodford link drivers in touch with the road. On one of these trips we were dropping down the goods line past Darnall Loco where a new shed had been built for the electrics. As we approached the new electric shed we were surprised to see bulldozers knocking it down. Everything was going - mess room, stores, the lot! About half the building had been demolished. At the other end of the shed was a signal that protected the exit from the Loco as it joined the goods line. We were brought to a stop at this signal. As we looked back towards the doors of the electric shed we saw a gang of painters at work. I called out to them asking if they knew that the shed was already being knocked down at the other end! One of them replied, "Yes, we've finished painting that end but we have to finish this end before it can be knocked down." It was then that I realised that the railways were in trouble under government control.

A move was made to split the Woodford link into two 24 hour turns. When the new link lists were posted up in the lobby only two crews were still together. We were one of them and to say I was disappointed was putting it mildly. I was hoping for a change but it was not to be.

We were on another night run to Woodford. The engine was running well and there was a bright light at the chimney showing that the tubes were clean, but as we were going up Ashby bank I heard the exhaust cracking at the chimney. I had never heard an O1 make that sound before. Instead of the usual beat it was a sharp crack. I carried a piece of polished metal in my pocket which I used to reflect light onto the steam gauge. I took it out to look at the gauge and got quite a shock. I told my driver to have a look and he nearly had a fit! The needle was up against the stop so it could go no higher than 300 lbs. I immediately let the steam drop and kept it at 225lbs for the rest of the trip. When

we got to Woodford my driver told the relief driver to book her for safety valves not working. We found out later that the valves had been screwed down for a pressure test and the fitters had forgotten to release them.

On another night run from Bulwell to Woodford we were booked to stop at Leicester Goods for water. We had clear boards all the way until we reached Leicester Passenger North where the distant was against us. We found that we could not stop in time for the home board which came off as we were passing it. As we approached the inner home my driver was popping his whistle and the signalman put us into the loop. It was into back gear to bring the train to a stop. My driver got on the phone to tell the signalman to put us into the Loco. When we arrived at the Loco we inspected underneath. It turned out that she had been reblocked at Annesley but the fitters had not reconnected the tender rodding. We were working without any brakes on the tender.

The only time my driver failed an engine when I was with him was on a Mottram job. It was a semi-fitted No.2 speed which we relieved at Annesley South and took to Woodford. On this occasion the engine was a K2 "Ragtimer". She was a pig! The Darnall men we relieved said she was a "Bad 'Un". I tried everything but she just would not steam. My driver whistled at Loughborough for a fresh engine. We went in at Leicester Goods were we stopped. I got down and uncoupled and put light engine lights on. We went down to the shed and left her on the ash pits. We reported to the office and the foreman gave us another "Ragtimer" no. 61735. He said it was one of Colwick's best. It was the only one I ever saw painted green. However, when I had looked round her I thought we may have made a bad swap. The driver's seat was well worn but the fireman's seat looked brand new. That was a dead giveaway for you knew then that the fireman never had time to sit down. My forebodings turned out to be right. She was no better than the engine we had replaced. If that was one of Colwick's best I hate to think what their worst were like. The main problem was the ashpan. It was very shallow under the door and some firemen didn't clean them out properly. They were awkward and sometimes it was necessary to use the slacking pipe in the ash pit to wash them out.

On another Mottram run with a "Ragtimer", this time a good one, we had just topped Ashby bank and were dropping down to Rugby when a large lump of coal stuck in the hole. I stood the shovel on the tender end behind the driver and got to work with the coal hammer. When I had cleared the hole I turned round for the shovel to find it was gone. Those engines did shake quite a bit and the shovel must have been shaken off the tender. It was now a case of having to throw the coal on by hand. We stopped opposite the signal box at Rugby and I went to see if the signal man had a shovel. All he could give me was a platelayer's shovel which I used for the rest of the trip to Woodford. I don't recommend firing an engine with a platelayer's shovel.

On a return working from Woodford we had a "Green Arrow". The first vehicle in the train was a box van for Nottingham Goods which the shunter had piped up to the engine. Behind that we had about 55 empty coal wagons. Everything went well until we were approaching Belgrave & Birstall. The distant was against us but as we rolled up the starter at the end of the station it came off and my driver eased the regulator open. As we had not stopped I did not look back for the guard's tip. Because of the bend he would have been on the driver's side anyway. I did notice a slight snatch as we set off but did not think anything about it until we got to Rothley's distant. It was only then that I looked back and couldn’t see the brake. I told the driver we had broken loose. As we passed the home board, I jumped off and started to count the wagons. I told the signalman how many we had and he got on the phone to Belgrave. He then came to the window and said, "That tallies with your guard, there is nothing left in section." He had two trains held on the up line against which he had thrown the signals when the emergency bell had been received from Belgrave. He now let them go. Meanwhile we put our wagons into the shunt. After the up trains had cleared we ran back to Birstall. The brake was inside the home board so we were able to cross over to the down road and set back onto the wagons that were left behind. I checked the coupling on the first

wagon - I had already checked the coupling on the section of train now at Rothley and found nothing wrong with it. However the coupling on this wagon had broken and the broken piece only had a small area of bright metal with the rest a rusty colour. It had been cracked for a long time before breaking. I put the broken piece into the locker to take back to the shed, put the head lights back up and we set off back to Rothley. We left the two wagons that had broken apart in the siding and got our train ready to continue. Before we set off my driver said, "Unbag that van and leak the vacuum". He blamed the van for the train breaking loose. I had never heard such a lame excuse. We were relieved at Bulwell and I took the broken coupling with me back to the Loco where I gave it to the foreman, Frank Wynn. He looked at and said, "Your driver has nothing to worry about by the look of this", and we never heard any more about it.

There was another time when my train broke lose, but this time with George Plumb as the driver. We had stopped main line at Loughborough for water. After I had filled the tank I looked back for the guard's tip. I got the green light and told George. We set off and I started building the fire. We soon had them on the run. The back board was off at Quorn & Woodhouse but as we passed the box the emergency detonators went off. George shut off while I got hold of the steam brake. It was an O1. I looked back and couldn't see the brake. As we passed the points where we would have to set back, I jumped off the engine with my lamp. When the train was clear I signalled to George to stop and then waved to the signal man who then set the road. I then called George back. When the train was inside I went into the signal box and told the signal man what we had. It tallied with our guard at Loughborough so the section was clear. We had to wait for a down train to pass before setting off back to Loughborough light engine. At Loughborough, there was the brake and two wagons. We decided to push them to Quorn. "Come and look at this," said the guard as he led us to the leading wagon. The coupling is stuck straight out. When we had stopped for water the coupling must have lifted off the hook as the wagons buffered up. When the train set off the brake had started to move as well. "I thought nothing wrong", said the guard, "until I rolled to stop in the platform. I gave you a red light but you were already through the bridge hole and didn't see me." We left the two offending wagons at Quorn and carried on the Woodford.

An unidentified "Green Arrow" 2-6-2 passes through Kirkby Bentinck with an up coal train in the late wintry afternoon sunshine. photo: unknown

The lamp's out on the up distant!

by Dave Froggatt

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It was 1942, I was sixteen and my apprenticeship as a woodworking machinist had just come to an abrupt end. The bloke at the Labour Exchange sent me to see the stationmaster at Woodhouse (LNER) who set me on straightaway as a trainee signal lampman. Normally, one had to pass the Railway Medical *before* starting work on the railway but, as the catch-phrase of the time had it, there was a war on, and so I was taken on, on a temporary basis, the Medical to come later.

My pass to travel to and from work would not be ready for a day or so, and I was told to simply say the magic word "Company" as I alighted at Kiveton Bridge station or when confronted by a ticket inspector. Past experience travelling by train to and from school should have warned me that this would cut no ice with the porter at Kiveton as he knew each and every one of us by name and woe betide anyone who couldn't find his pass. After a lengthy first encounter, I reverted to the schoolboy practice of nipping up the banking and over the wall to avoid him. As to ticket inspectors, I soon learned that nothing delighted them more than to catch a fellow railwayman without a ticket - a conclusion which was reinforced over and over again in my years on the clerical side.

On my first morning, I met George Carnell, the existing lampman, who was to show me the ropes, and we hit it off immediately. He had volunteered for the Merchant Navy and would join the service as soon as I could take over. Having spent my early years in a tiny remote cottage, with virtually no 'cons' - 'mod' or otherwise -I thought I knew all there was to know about oil lamps. I'd also spent many hours helping Dad when he managed to land a spell on the 'dole' as a night watchman, cleaning and filling the warning lamps set round each trench or hole in the road every night. I soon found there was much more to it than that.

First of all I needed to know by heart the type and location of all the many signals that I would be responsible for, and for weeks, as we were walking from one point to another, George would bark questions at me: "How many lamps on that signal gantry?", "How many dollies on Orgreave Sidings?" and so on, or have me recite, in order, the ones we'd be servicing that day. Our territory was divided into three areas, each of which we covered twice a week (a six-day week was the norm in those days). On Mondays, Tuesdays and Wednesdays we worked really hard - every lamp was thoroughly cleaned, serviced and filled, and the 'specs' washed and dried off. Even with two of us at it, we sometimes found we were pushed to get round them all when a spate of wicks needed replacing, glasses renewing and the like. Thursdays, Fridays and Saturdays were more leisurely. Whilst we still visited each of them, most simply needed topping up, wicks adjusting and the 'specs' a quick rub-over. Then we had time for a chat with the signalmen and platelayers as well as refurbishing some of the spares, making ready a few 'reserves' which were held available for emergencies should there be a lamp failure when we were off-duty, and trimming and cleaning the replacement station hand-lamps. We also managed to arrange it so there was little to do on Saturdays and so, with a little bit of luck, get away early afternoon.

We had a main lamp room in Woodhouse yard, a smaller one at Orgreave and another under the signal box at North Staveley. When we had to take a drum of paraffin to Orgreave or North Staveley, we got a signalman to stop a goods train or light engine and cadged a lift, otherwise we covered our territory on foot - and apart from the distances involved, there was the matter of the stuff to be lugged about. We carried a couple of big signal lamps (outers and vessels) ready cleaned, trimmed and full (and believe me they were heavy), a couple of vessels for the dollies (cleaned and trimmed, but empty, as otherwise they couldn't be carried upright) and a large can of paraffin each. The routine was to replace each lamp in turn with the one we'd brought, see to the 'specs' and then service the one we'd just taken out, ready for the next, and so on.

Woodhouse station in the early 1950s looking towards Sheffield. Dave and George's lamp cabin is just this side of Woodhouse Junction West signal box. It was later moved to a postion to the left of the signal box behind the water crane. The two platforms served the main lines with the goods lines, added in the 1912 quadrupling, running behind them. The signal gantry on the right carries the up starter with splitting distants and a pair of shunting signals. The height is to make them visible above the up platform buildings. *photo: Stations UK*

BR class O4/1 2-8-0 no.63658 passes Woodhouse Sidings on the down goods approaching Woodhouse station. Woodhouse East Junction signal box can be seen at the far end of the sidings. The signal gantry carries the down home with distant, two loop line exit signals and one shunting signal. The O4 is sporting the usual bent buffer beam. *photo: J.H.Turner*

To save matches (and besides, they tended to soot up the glass chimneys) we carried a length of wire (the sort found round orange boxes), formed into a hook at one end and a loop at the other. Inside this loop was a wad of cotton waste. Before changing a lamp, this wad would be dipped into the paraffin can, lit from the lamp, and hung on a rung of the signal ladder so it could be used to relight the next, and so on.

Although signals may not look very high, take it from me it seems an awful long way down when you're clinging on for dear life and the wind is doing its best to dislodge you. I never could quite make up my mind which was worst, the single pole ones that swayed alarmingly from ground level, or the multi-signal ones on a gantry, that were usually so much higher, but at least gave some illusion of stability - up to the platform anyway! Shinning up a ladder presented no problem to your average sixteen year-old - especially in those days when climbing apple trees, with one eye out for the orchard owner, was routine training from about five onwards. But when the ladder is an iron one, every rung and rail worn to a jagged edge, and when, after a hard frost, your fingers stick to the iron at every touch, and when you are trying to clutch the ladder with your fingertips whilst desperately trying to hold on to two heavy, cumbersome signal lamps that seem to weigh a ton, and while all this time the rain is pelting down and the wind whipping up to a force-eight gale - this climbing lark takes on a different aspect.

Cleaning the signal 'specs' was seemingly a simple, safe operation, but even this task was fraught with danger, until you learned to read the situation, almost subconsciously recognise the tell-tale signs and sounds, and develop a sort of sixth sense. The signal arms may look quite small, but believe me, they are not. The single-pole ones weren't so bad - there was a metal hoop at the top of the signal ladder, and you felt safe with your back pressed against this as you reached up and cleaned the red and green 'specs'. The ones set on signal gantries were a different matter. To reach some of the specs it was necessary to perch on top of the gantry-rail, holding on to the signal arm with one hand as you rubbed away with the other. Apart from the hazards presented by the weather: maintaining your balance on the rail when it was raining or blowing; having to chip off the ice to afford some sort of hold for your boots; and keeping tight hold of the arm with numb fingers, the greatest danger came if you were hanging on when the signal was pulled on or off. One minute you are rubbing away, and then suddenly the arm clanks down with a shudder, the whole post reverberates, your 'safe-hold' on the signal falls away, and you desperately clutch out for another hold. A knowledge of the working timetable helped, but only so far, and in any case I never had a watch. It always struck me as incongruous, since running the railways depended on good time-keeping by all 'Railway Servants' (as we were known), that apart from train crews, they waited until you'd got thirty-five years service in before they gave you a watch! The main indication of impending signal movement came from recognising the sort of hum the signal wires gave as they flexed in response to the signalman's preliminary easing off of the lever prior to the pull proper. I wonder what the Health and Safety blokes would think of it nowadays?

George and I worked well together. We worked hard, talked and laughed a lot, and sang! George had but one song, and though I did my best to vary his repertoire, whatever I started out singing it always ended up as a rendition for two of 'Under the Greenwood Tree'. I can picture us now, each of us aloft on the signal gantry, me at one end perched on the rail, George also on the rail at the other end, each chanting alternate lines and coming together for the final "Come Hither" stanzas.

Under the Greenwood Tree, who loves to lie with me,
And tune his merry note unto the sweet bird's throat,
And tune his merry note unto the sweet bird's throat.
Come Hither, Come Hither, Come Hi-i-i-i-i-ither.

I often used to picture George, after he left to join the Merchant Navy, in a Force-Eight on some North Atlantic convoy, perched up on the rigging and driving his fellow matelots round the bend with his 'Come Hithers'.

It wasn't all work of course, we called in at all the signal boxes for a natter and a cuppa with the signalmen - and mostly ate our sandwiches at whichever box was nearest at dinnertime, toasting the bread and jam or bread and cheese on the stove. I soon learned the knack of holding sandwiches with a bit of greaseproof so the insidious taste of paraffin didn't overpower the contents too much. When we were at the Orgreave end, we always managed to have our 'snap' in time to watch the 'Wives and Sweethearts' pass. This was the nickname given to the train used by servicemen - mostly sailors returning from leave - and often their wives or sweethearts would travel with them as far as Chesterfield, giving them more time for their fond farewells. The signalmen would often describe, in graphic detail, some of the sights they had seen, but as the train was always packed full these were never given much credence, even by a naive sixteen year-old.

BR class D11/1 4-4-0 no.62663 'Prince Albert' passing Staveley North Jct. signal box with a Nottingham Victoria-Sheffield Victoria local. Staveley station buildings can be seen in the distance. The loco has a 41H shedplate which dates the photo between April 1958 and May 1960 when it was withdrawn. The line in the foreground gives access to Hartington Colliery via a headshunt. All this area has now been obliterated by construction of the Staveley by-pass.(See Forward 154 p15-17.)
photo: N.E.Stead Collection

I remember my first visit to North Staveley Box on my own. I'd more or less learned the ropes and on 'topping-up' days, we covered more ground by working separately. The signalman asked if I would refill his water can from the little cottage set a little way back in the field next to the box. Off I went, up the banking and over the fence, and made my way to the cottage. "Come in", came a voice and I opened the door. At one side of the fireplace sat a woman clad, as far as I could see in the firelight glow, in only a sort of vest, and mending a pair of trousers. At the other side, reading a paper, sat the owner of the trousers - obviously his only pair - and he too wore only a vest, and a short one at that. I didn't know what to say, or where to look, and, keeping my eyes averted

stammered something about wanting some water. "We're not married!" she said, "We've had three kids but he still won't marry me. He's only after one thing, and I suppose he'll get it before he puts these back on", she continued, holding up the trousers. I could feel myself blushing. I dropped the water can and fled back to the signal box. When I told him the tale, he said that more or less the same thing had happened to him when he came to the box five years previously. I never went back - he could fetch his own water as far as I was concerned. How times have changed - today's teenagers would take such things in their stride.

Although every signal ladder climbed presented a risk, the real danger lay in us having to walk alongside the track each and every day, crossing over as necessary and attending to the dollies in the shunting yards. Always walking facing oncoming trains and making sure that both roads were clear before attempting to cross the lines was simply a matter of common sense, but it was all too easy to forget the old adage about "familiarity breeding contempt" and the fact that one of our gangers had been killed by an express whilst crossing the lines outside Orgreave box served to keep me on guard.

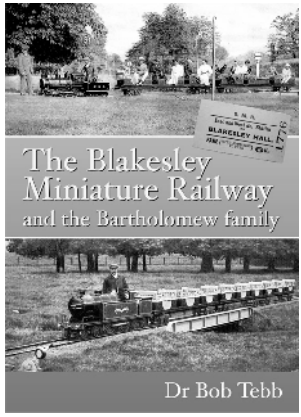
Wintry conditions added to the difficulties and of these, fog was the worst. It was impossible to see if the lines were clear and so you had to rely on sound, and although the trains back then were noisy things, the combination of fog and railway cuttings did strange things to the acoustics, and often trains appeared to be coming from one direction but were, in reality, coming from the other. Thinking back, I recall just one occasion when we weren't as alert as we should have been. This was one Christmas Day. We'd doubled up on our schedule and contrived to finish our lamping at Orgreave and joined, it seemed, the entire railway workforce - shunters, platelayers, the lot - at The Cross Keys. I'd had the odd glass of beer at home and was practically weaned on the potent stuff brewed by my aunts, but this was the first time I'd actually been in a pub supping ale and, though I only had a couple of pints, these proved to be one too many. Apparently George and I staggered back down the line to Woodhouse and sobered up in the lamp cabin. Being Christmas Day, I don't suppose there was much in the way of coal or goods trains on the normally busy lines and so we came to no harm.

Then, at last, I was to go through the formality of the Medical, and off I went to see the railway doctor at Nottingham. Just outside the station the train came to a halt and we stood there for half-an-hour or more. By the time I found the Medical Office, the place was empty, save for a man eating sandwiches. He proved to be the doctor and, on making myself known, he snarled "You're late !" I tried to point out it was hardly my fault if the train was held up, but he went on, "Come on then, now you are here, we might as well get on with it, for what its worth" and proceeded to give me the quickest going-over ever. A couple of days later the station master sent for me and told me that I had failed to pass the medical and so I would not be able to work on the lines, but he'd like me to work as a clerk in his office, but of course only on a temporary basis, adding that this could well be 'for the duration' (of the war).

Mam took me to our own doctor who, finding nothing wrong, contacted the railway doctor, but he apparently wouldn't discuss the matter. In so far as the LNER was concerned, his decision was final. So ended my railway career – or so I thought. Little did I know that after the war I'd resume it, this time with the LMS and lasting a little longer -just over 40 years, and I got my gold watch! But that, as they say, is another story.

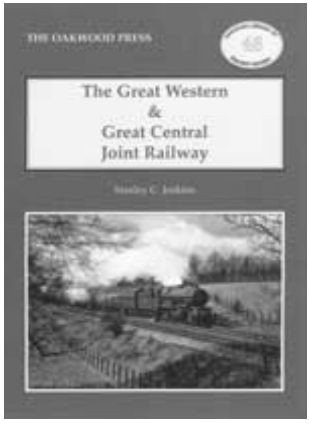
I don't quite know what medical standards the railway had back then, as little over a year later I volunteered for the RAF under the 17¼ Aircrew Early Acceptance Scheme, had the standard Forces medical at Cherry Street, Sheffield, and then an exhaustive three-day Medical and Selection Board at Birmingham (and believe me, that was a medical!) and was accepted for training as pilot/navigator/bomb aimer.

Arrivals on the bookshelf



"The Blakesley Miniature Railway and the Bartholomew Family" by Dr Bob Tebb.
Published by Silver Link Publishing Ltd, 2009.
Softback with 176 pages and 208 illustrations.
ISBN: 978 1 85794 324 5
Cover price £19.99
sales@nostalgiacollection.com

An excellent in-depth history of a miniature railway that once existed in deepest Northamptonshire, running from Blakesley Hall to the nearby SMJR station at Blakesley, itself not far from the GC at Woodford Halse. The book gives the story of the family owner and his love of railways, together with how one engine has survived to the present day. A great insight into the world of a miniature railway, now long gone. This is a "must have" for all miniature railway fans. *Richard Butler*



"The Great Western & Great Central Joint Railway" by Stanley C. Jenkins.
Published by the Oakwood Press, 2006.
ISBN 0 85361 653 1.
Softback with 256 pages and 190 illustrations.
Cover price £15.95.

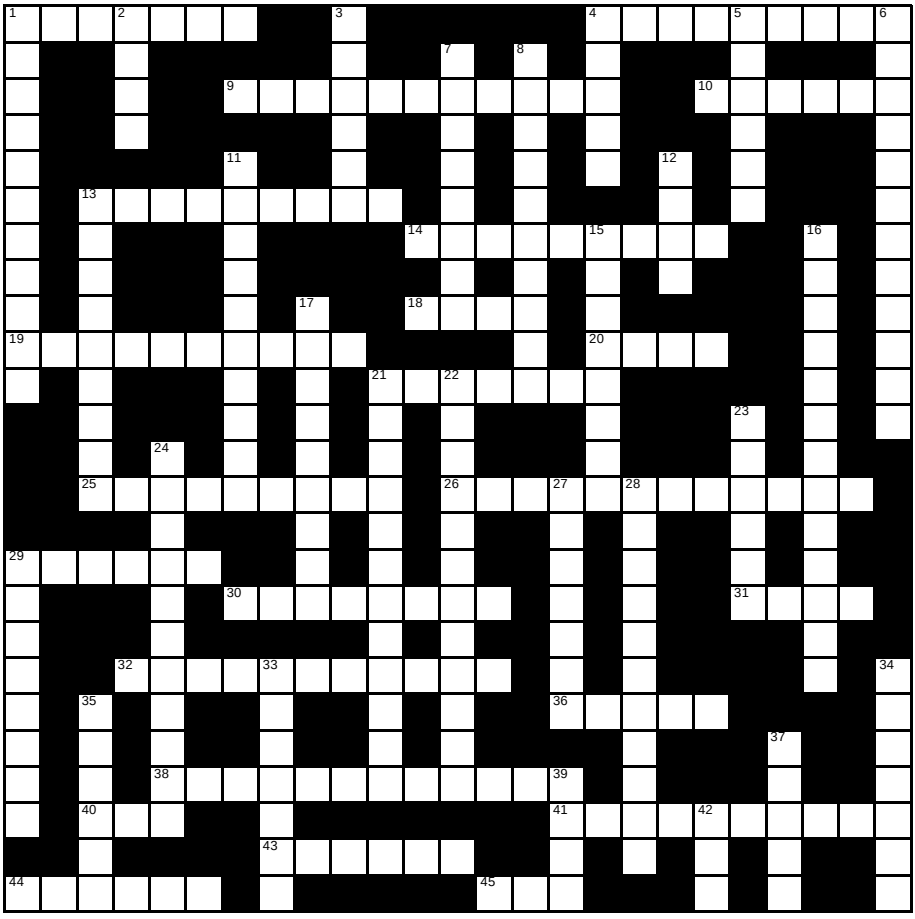
The Great Western & Great Central Joint Railway, together with its northwards extension through Bicester, was the very last main line railway to be opened in these islands. For this reason alone, it should be of interest to the enthusiast, yet, on reflection, it is clear that railway historians have ignored the 'New Line' to Birmingham. Bicester was also the last place in the country to be served by slip coach services.

The present monograph was first published in 1978 and it was felt that the time had come for an enlarged edition. There have been many changes since then, the GW&GC route having been extensively modernised by the state-owned British Rail, and then handed over to private companies as a result of the policy of 'privatisation' that was then being pursued by the Conservative Government.

The story of the GW&GC Joint Line is slanted towards the earlier periods though evidence relating to the planning and construction of the line having survived in profusion. Some of this material has been included in the revised text while, to provide a counter-balance, the 'route' section has been much-expanded, with many further details of the infrastructure at individual stations. Most of this new data has been obtained from plans and documents that are now in private collections.

In fact, as far as some locations were concerned, there was an over-abundance of new material - so much so, that the 'route' section has expanded to three lengthy chapters. In the past 50 years railway historians have tended to concentrate on branch lines. The complex infrastructure of the great main lines has been largely ignored, and stations such as Denham, High Wycombe and Bicester North have not received the attention that they deserve. It is hoped that this new edition of The Great Western & Great Central Joint Railway will help to rectify this deficiency. *Publisher's Review*

Crossword (*Forward 163*) : Answers in the back of this issue.



Across

1 Southern most water troughs on the GC. (7)
4 Up to down or vice versa. (9)
9 &10 Across A useful source of information when boarding an express. (11)
10 See 9 Across. (6)
13 Coach carrying more than one class of passenger. (9)
14 Where decisions are made at the top. (9)
18 Railway company with an engine shed at Nunnery, Sheffield. (4)
19 Coach with a central skylight in the roof (10)
20 Found behind the signal spec. (4)
21 The Stirling on the H&B. (7)
25 GNR goods station in Manchester. (9)
26 Long distance passenger service not serving London. (5,7)
29 Type of seat needed when thrown about. (6)
30 Used to extend the height of a tender side. (4,4)
31 Footplateman's term for the track. (4)
32 The commercial hub of the goods yard. (5,6)

36 Pieces of coloured glass used in signals. (5)
38 Named train on the GC. (6,6)
40 Type of wagon used to carry parcels and general merchandise. (3)
41 GC station on the A361. (10)
43 See 7 Down. (6)
44 & 27 Down Located at the southern end of the LNWR & GNR joint line. (6)
45 Stephenson Locomotive Society. (3)

Down

1 Baltic tank no.333 (11)
2 Pack-up food. (4)
3 According to Ken Grainger, Robinson is one. (6)
4 Its end may be called a basin. (5)
5 Part of a wheel. (6)
6 Often means the loss of semaphore signals. (12)
7 & 43 Across Builder of the A5/2 locos for the LNER. (8)
8 Prominent feature in Sheffield that carries a single track to Deepcar. (6,4)
11 They are unpaid. (10)
12 Sound made by Stanier's locos and owls. (4)
13 Rolling stock awaiting the torch, except at Barry. (9)
15 "Chiltern ---------- " (8)
16 New station north of Aylesbury. (9,4)
17 A measure of a locomotive's ability to generate steam. (5,4)
21 Type of engine equally at home on passenger or freight working. (5,7)
22 Device that informs the signal man of line occupancy. (5,7)
23 Tank engines have one in place of the tender. (6)
24 Steam age artifact found at platform ends. (5,6)
27 See 44 Across. (7)
28 Relating to mainland Europe. (11)
29 Military term applied to railway lodging houses. (8)
33 Frequent and often untimetabled service over a short distance. (7)
34 Plain. (7)
35 Essential tool of the fireman. (6)
37 "Woodford --------" (5)
39 Publishers of the 10 part series of books "Locomotives of the LNER". (4)
42 Working timetable. (3)

This photo, taken about 1971, shows a grounded coach body near Canterbury in Kent. It has been identified by James Maxted of the SE&CR Society as coach no.1988 of the SER. It is a composite built by the MS&L at Gorton in 1881 and purchased by the SER in that year. James is writing an article about this coach for the SE&CR Society journal *Invicta* and he is happy for us to also publish it in a future issue of *Forward*.

92164

by C.P.Walker

Adapted from an article in "Railway World", May 1969, and submitted by Robert Barker

During the summer of 1958 a shortage of V2 and B1 power occurred at the Leicester G.C. motive power depot and in anticipation of the forthcoming holiday rush the Midland motive power authorities wisely made arrangements for the loan of extra power to this depot. One of these engines was class 9 2-10-0 No. 92164 from Leicester Midland which made the journey via Nottingham on 4th July, travelling light engine. The day following its arrival 92164 was pressed into service on a holiday special to Marylebone and back which proved to be the first of many class "A" duties the engine was called upon to perform during its 7½ weeks on the G.C. section.

It is fortunate that one of the finest performances put up by this engine was timed by a competent recorder during July when 92164, on the down "Master Cutler", ran the 23.4 miles from Leicester to Nottingham in 23.2 minutes start to stop. Birstall 2.3 miles was passed in 4 min 5 sec, Rothley 5 miles in 6 min 52 sec, Quorn 7.8 miles in 9 min 11 sec, Loughborough 9.9 miles in 10 min 45 sec, Gotham 16.9 miles in 16 min 11 sec, Ruddington 19 miles in 17 min 46 sec and Arkwright St. 22.5 miles in 20 min 35 sec. Nottingham Vic. was reached in 23 min 12 sec. Speeds were 47 mph at Birstall, 69 mph at Rothley, 77 mph at Quorn, 79 mph at Loughborough, a minimum of 69 mph at the top of the climb to Barnstone, 86 mph at Gotham, 82 mph at Ruddington and 77 mph at Trent Bridge.

The driver responsible for this excellent effort is one of several enthusiastic men at Leicester G.G. with a reputation for hard running and, during a conversation with him recently, I learned many interesting facts about his handling of 92164 on this run. I was particularly surprised to learn that this was the first "Spaceship" that he had ever manned and that on setting off from Leicester, where he had taken over the down "Cutler" he discovered that his regulator would not open beyond first port. This was the cause of the rather slow climb for an engine of this type up the 2.3 miles, mostly at 1 in 176, to Birstall. After Birstall the regulator was opened fully and the driver set his cut-off at 25 per cent where it remained for the entire journey to Nottingham. Full regulator was maintained to Swithland, then first port to the Midland bridge at Loughborough. Here, full regulator was employed again for the climb to Barnstone at which point first port was reverted to until steam was shut off at Trent Bridge. The driver's decision to work the engine in this way was made before starting from Leicester; he had decided that, with such small wheels, he must allow the "front end" to clear itself at the higher speeds. As rapid acceleration is one of the characteristics of these engines, one wonders what a normal start would have produced!

On another occasion the same driver had charge of the engine on the 3.20 p.m. down from Marylebone, this time in August, and on the descent of Ashby bank the driver timed himself at 90 mph near Whetstone. 92164 was not the only class 9F to receive the high-speed treatment at the hands of these Leicester men. 92125, which spent a fortnight on loan from Wellingborough, 92090, 92011 and others, were all handled with great enthusiasm and their popularity was due in no small measure to the excellent riding qualities of these engines at speeds into the 60s and 70s. At speeds in excess of these figures a pronounced vibration commenced. On 92125, I understand, things began to liven up at around 65 mph, whereas on 92164 it was around 75 mph. From the men's point of view, the roughness of a 9F at speed was preferable to the "ragged" riding of some of the B1s (and now class 5s) that they frequently have to contend with.

92164 was on loan to Leicester G.C. longer than any other class 9F. The total mileage of approximately 8,490 included only one freight working and two strictly local passenger workings. The remaining local passenger turns were all tied up with balancing express passenger work. In all, this engine had something like 7,290 miles on class "A" duties to its credit.

Readers' forum

from Bill Gee, Felixstowe, Suffolk
Re. *Forward 161* p46: letter from Dick Bodily 'Specials on the SMJR'.

The Stephenson Locomotive Society operated a special over the SMJR on Sunday 29th April 1956. The railtour started at King's Cross (dep. 9.14am) behind class D16/3 4-4-0 no.62605. This was replaced at Hitchin, reached via Hertford North, by Johnson 3F 0-6-0 no.43222 which took the train on to Bedford and then over the SMJR to Stratford on Avon (Old Town). After a break of 30 minutes, the railtour continued over the remaining section of the SMJR to Broom Jnct. and then on to Birmingham (New St.). Standard class 5MT 4-6-0 no.73099 took the train from Birmingham to Euston (arr. 7.00pm).

This note appeared at the bottom of the itinerary issued to passengers:

"On the Byfield to Broom line the speed of the train will be restricted to 20mph and, over this partricular section, passengers are warned NOT to lean out of the windows, owing to danger from overhanging bushes. The train will proceed at slow caution through bridge No.67 (between Fenny Compton and Kineton)."

An article on the SMJR appeared in *Steam Days 233* (Jan. 2009).

from Dave Cousins, Swinton, Manchester
Re. *Forward 162* p46: letter from George Huxley 'The Darlington A5 tanks'.

The quotation from David Garrick is quite wrong in almost every respect! Darlington was not given the task of building A5s and they had not "just built a batch of J39s". The A5s were built by Hawthorn Leslie between September 1925 and March 1926, whereas the first J39 was not built until September 1926. And nobody "simply fitted J39 cylinders and motion" – it is nearer the truth to say it was the other way round!

If George Huxley wants the full story he can do no better than read the section in the RCTS book *LNER Part 6A* on the gestation of the J38 class, introduced after the A5s, but for which the cylinders and motion were designed. I will not repeat the text here, but I will try to summarise.

The cylinders were based on GC practice, as was the valve gear, but the latter was slightly revised dimensionally to give longer travel. It should be remembered that at this time the LNER was only just learning from Churchward about valve events. The steam chest and piston valves were copied from the K3 class. It is therefore the case that the A5/2, J38 and J39 classes were fitted with what was largely original GC A5 cylinders and motion, the valve gear being "virtually identical with the original A5 type" according to the RCTS book. No wonder it fitted into the D11 and J11/3 rebuilds (as well as D16/3). Interestingly the RCTS book goes on to state that the J38 valve gear was incorporated by Gorton into the A5/2 tanks. It seems Darlington had little to do with the design of these engines.

A question that interests me is about the Hawthorn Leslie worksplates. From photographic evidence as I can find, they were not the typical HL plates, but smaller. They appear to be roughly the same size as the LNER 9"x5" numberplates. I'm fairly sure that they were similar to those used on the N2 class built by that firm in 1928. They do not appear to have been used on any other engines besides the LNER ones. The problem is that Darlington Works habitually removed such contractors worksplates, as well as those from Doncaster and even their own Darlington ones. Only four or five worksplates from V2s now exist, even less from V1s or V3s. I managed to get one from a K3, also very few in number, and one from an N2, a number of which seem to be extant. Doncaster Works and Gorton Works generally left the worksplates alone.

Can anyone help with a photo of an HL plate on an A5/2 tank please? Does anyone know of an existing one?

from David Bell, North Anston, Sheffield
Re. *Forward 162* p15: article 'The Pollard family railway history – Part 5''.

John Pollard's account of his footplate experiences awakened a memory of what for me was probably the highlight of my trainspotting career on the GC in the early 1950s. Occasionally, on a fine evening, myself and two friends would go down to Beighton for an hour's spotting. We didn't expect to see much out of the ordinary and the main reason for the trip was to see the 'Cutler' go through in the forlorn hope that it would be a Pacific we hadn't seen before. One of our number stayed on the Midland 'Old Road' by the footbridge at Beighton whilst the other two of us waited by the GC road crossing. That way we could cop locos on both lines. We got the usual procession of O4s, J11s and 'Wardies' with the occasional B1 on passenger duty, whilst the 'Old Road' provided its usual 4Fs and 8Fs. Imagine our amazement when we saw in the distance the unmistakeable silhouette of a 'blinker' approaching at speed from the south. It was of course 60525 *Sugar Palm* fired, as I now know, by your contributor. My friend had also seen it coming from his vantage point on the Midland road and must have broken the world record for the quarter mile sprint to join us on the GC, just in time to see the brake van disappearing towards Woodhouse! No one would believe us at school and we were accused of 'cabbaging' but we were vindicated some time later when a report of the working appeared in *Trains Illustrated*.

from Sarah Walters, Bolsover, Derbyshire
Re. *Forward 162* p38: article 'Woodhead after closure - Part 8'.

I was intrigued by the mention in Paul White's article on Woodhead after closure of the successful opposition to the closure of the Glossop and Hadfield line to passengers. But how did local residents go about campaigning to save the GC and other routes? I have been curious about this subject for a while and I have been looking around for books that might shed some light on this but I have so far been unsuccessful. I therefore wondered if any other members would be able to recommend any titles? Better still, has anyone got any campaigning memories that could be turned into an article for *Forward*? I'm sure that many other members would find this of interest, particularly those of us who weren't around at the time!

LNER class A5/2 4-6-2T no.1712 was the first of the batch of 13 class A5 locos built by Hawthorn Leslie in 1925-6. At Gateshead shed c.1926. photo:W.H.Whitworth

from Garth Smith, Bideford, Devon
Origin of the "Jersey Lily" nickname

I was intrigued to come across the following item in *The Pocket Encyclopaedia of British Steam Locomotives in Colour* by O.S.Nock (Blandford Press, 1964).

"The 'Atlantics' were nicknamed the 'Jersey Lilies'; but this allusion to the famous actress of the day, Lily Langtry, was not, as is sometimes thought, a tribute to the handsome appearance of the G.C.R. engines. The first of the class was a huge engine compared to everything that had gone before, and it so happened that at the time of its introduction one of the local public houses near Gorton Works included as one of its attractions an enormously fat woman, weighing, it is said, some 20 stones, and nicknamed, sarcastically, the 'Jersey Lily'. When the first Robinson 'Atlantics' took the road its vast size led to it being nicknamed immediately the 'Jersey Lily', and the engines were known thus throughout their existence."

Are there any other references to the origin of the "Jersey Lily" nickname?

from Michael Minter Taylor, Bletchley, Buckinghamshire
Great Central locomotives in Scotland

Prior to the creation of the Big Four in 1923, five Great Central engines were sent to work on the Great North of Scotland Railway. Their numbers were 425B, 428B, 429B, 442B and 444B. Their stay lasted from June 1920 to January 1921. Can any reader throw light on why they were sent, where they worked and what class of locomotives were they – I'm assuming the numbers were those of the GNS.

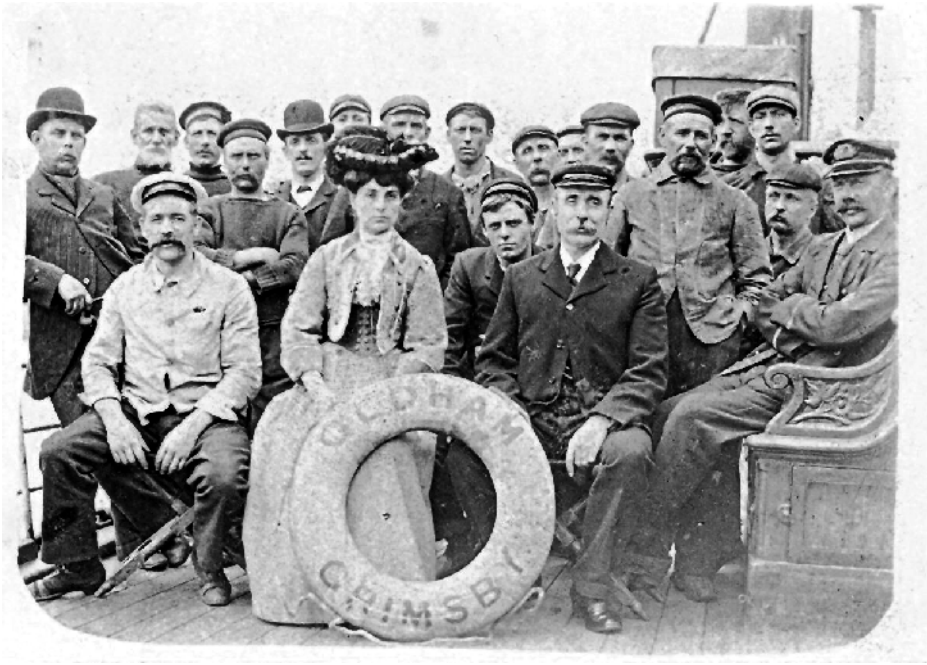
Editor's note: According to *Locomotives of the LNER Part 3B* (RCTS) these duplicate numbers were carried by MSL/GCR class 6B 4-4-0s from 1913/14 onwards. Nos.429B and 444B were withdrawn in 1922. The others were taken into LNER stock as class D12 with 442B (as 6464) being the last of the class to go in 1930. The reason for their use on the GNS was a backlog of repairs following WW1. Because of the use of the Westinghouse brake on the GNS, the GC locos were confined to freight traffic. 442B was used as goods yard pilot at Guild Street, Aberdeen, and 428B and 444B worked fish trains on the Buchan line. A photo of 444B on the "Annesley Dido" in 1920 can be found on page 20 of *Forward 111*.

from Dave Pennington of CAMRA forwarded by GCRS member Peter Scott
Stalybridge Station Buffet

As part of on-going voluntary research for CAMRA's National Inventory of pub interiors of outstanding historic importance I have been trying, without much success, to find out if any original plans exist of the Stalybridge Station Refreshment Rooms. I have so far been in touch with both the Greater Manchester and the Cheshire county record offices, the Tameside local archives, the National Railway Museum and, latterly, with the Lancashire & Yorkshire Railway Society. It is the latter's Drawings & Photographic Officer, Kevin Turville, who has suggested I contact yourselves (the LNWR Society).

The Buffet is quite evidently housed in part of the joint LNWR/MS&LR 'through' station buildings that were completed in 1885. However, there is no sign of it actually existing in 1885 according to a plan of that year (belonging to the L&YRS and held in the GM records) which shows the station buildings divided into other functions at this westerly end. It may, of course, be that this plan did not indicate what finally got built; - or alternatively, the Buffet may have been a later, possibly much later, adaptation of the Victorian buildings. I wonder if you might be able to throw light on any of this.

The information that has been put out in L&YRS publications is that the Buffet once (date unspecified) consisted of just the conservatory, bar and a kitchen "but it was later extended and what was the first class ladies waiting room is now the main part of the buffet bar". I have struggled to satisfactorily comprehend this - and how the Buffet's present 'footprint' relates to the original buildings.



Crew (and captain's wife?) of the GCR vessel SS Oldham. This postcard was posted in Hamburg on 17 Sept. 1905 to Mrs Wharton, 27 Cleethorpes Road, Grimsby. photo: Brian Slater collection

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Crossword Solution

Across: 1 Ruislip, **4** Crossover, **9** Destination, **10** Boards, **13** Composite, **14** Boardroom, **18** LNWR, **19** Clerestory, **20** Lamp, **21** Matthew, **25** Deansgate, **26** Cross Country, **29** Bucket, **30** Coal Rail, **31** Road, **32** Goods Office, **36** Specs, **38** Master Cutler, **40** Van, **41** Charwelton, **43** Leslie, **44** Welham, **45** SLS.

Down: 1 Remembrance, **2** Snap, **3** Artist, **4** Canal, **5** Spokes, **6** Resignalling, **7** Hawthorn, **8** Wicker Arch, **11** Volunteers, **12** Hoot, **13** Condemned, **15** Railways, **16** Aylesbury Vale, **17** Grate Area, **21** Mixed Traffic, **22** Track Circuit, **23** Bunker, **24** Water Column, **27** Sidings, **28** Continental, **29** Barracks, **33** Shuttle, **34** Unlined, **35** Shovel, **37** Halse, **39** RCTS, **42** WTT.

Rear cover caption

GCR class 8 "Fish Engine" 4-6-0 no.1070 at Leicester with a Grimsby-Marylebone fish train on 19 May 1910. These were Robinson's first 4-6-0 design. The first batch of six, which included no.1070 was built by Neilson Reid in 1902. The second batch of eight was built by Beyer Peacock in 1904. No. 1070 was the first of the class to be withdrawn in March 1939.

photo: G.M.Shoults / Colin Walker Collection

No 1070