

FORWARD



Journal of the Great Central Railway Society

No. 165 ~ September 2010

Front cover caption

BR class A3 4-6-2 no.60111 *Enterprise* with the down 'The South Yorkshireman' at Moor Park station on the Met & GC Joint. No. 60111 was shedded at Neasden in 1951 and Leicester in 1955 for working the expresses on the GC main line. It was transferred to Grantham in 1959.

photo: L.V.Reason / © M&GN Circle



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Editorial by Bob Gellatly

I don't like package holidays. Sun bathing is not good for you and why travel hundreds of miles to read a book and enjoy a drink when you can do that at home? My ideal holiday involves travelling by train and seeing interesting places. So while my wife was away with friends on the Algarve, I managed to put together a two-day trip to Liverpool.

On the first day I travelled from home to Liverpool. The local train from Kiveton Park to Sheffield was the rush-hour class 158 "Super Sprinter". I then caught a Pennine Express service to Manchester Piccadilly operated by a class 185. The Metrolink tram then took me to Salford Quays where one of the Mersey Ferries, *Daffodil*, was waiting to take me on a cruise to Liverpool along the Manchester Ship Canal. (Why bother with the Caribbean?)

Cruises are operated in both directions (on different days) and buses are provided at no extra cost for the return trip. Details can be found at www.merseyferries.co.uk. The cost is £36. It is quite a long day so it is not recommended for those with little interest in transport heritage or in the passing scenery. A lot of the canal infrastructure eg locks and swing bridges, is original. Perhaps the most interesting swing bridge is that which carries the Bridgewater Canal across the MSC. The railway bridges are at a high level which necessitated major engineering work when the canal was built. The modern M6 bridge is also at a high level. There is little evidence left of the MSC railway system which once extended along the whole length of the canal. I noted in the railway press that the Middleton Railway in Leeds is having a Manchester Ship Canal Gala on 18/19 September. If you go on the cruise, check out what ships are about on www.shipais.com before you go.

The second day of my trip was from Liverpool back home via Wrexham, Marylebone and Leamington Spa. I travelled by a Merseyrail electric service from Liverpool to Bidston. From there I caught a "Sprinter" on the Arriva Wales service to Wrexham. Alighting at Wrexham General, I had time to enjoy a coffee on platform 1 and observe the strange horseshoe crab appearance of a "Coradia" unit on a Holyhead-Cardiff service before boarding the Wrexham & Shropshire service to Marylebone on platform 3. I had booked First Class in order to enjoy the dining experience, which is included in the ticket price (only £35 when booked in advance). The Mark 3 coaches hauled (or rather pushed) by a class 66 provided a smooth ride on which to enjoy the excellent lunch served by the friendly train crew. The schedule allowed the meal to be savoured in a leisurely fashion. On arrival at Marylebone, the station itself seemed to share in the relaxed ambience (or was it just the wine I had been drinking?), despite work currently taking place to renovate the roof. The next stage in the journey was by Chiltern Railways on a class 168 "Clubman" to Leamington Spa. This was a crowded commuter service on which nobody looked at or talked to anybody else – not a particularly enjoyable experience. I had deliberately chosen Leamington Spa (rather than Banbury) to change trains, as this afforded an opportunity to inspect the station gardens on the down platform. I had time to chat with one of the volunteer gardeners who complained that there was always too much to do and not enough volunteers. Then it was time to suffer the "Voyager" experience on a Newcastle CrossCountry service to Sheffield and finally a "Pacer" back to Kiveton Park to bring me back home. The day had involved travelling on six very different trains, but by far the best ride was with W&S in their Mark 3 stock.

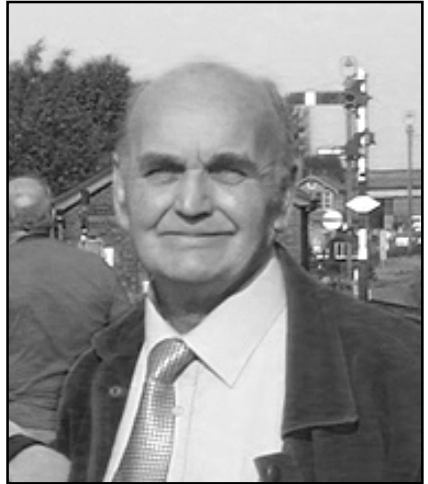
Our Autumn Meeting is on Sat. 23rd Oct. at Stalybridge. Eddie Johnson was advertised as the morning speaker in the last issue of *Forward* but this has had to be changed. Our morning speaker is now the well-known railway photographer from Sheffield, Les Nixon. Further details are inside the back cover.

Good news for our Sheffield members is that a new Sheffield branch meeting will be starting in January. They will take place at The Harlequin on the 3rd Thursday of the month. Details of the programme will be on the web site and in the next issue.

Frank Edward Stratford: An appreciation

by David Bodicoat

Frank Stratford, one of the Society's Vice-Presidents, passed away in Leicester Royal Infirmary on 21st June 2010 at the age of 73 years after a short illness. To many, Frank was best known for his writings on the Great Central line in its latter years, as he joined the railway at Leicester Central Shed at the age of 15 as a cleaner and progressed to fireman before being made redundant in December 1963. That was followed by a move to the London area, where he passed out as a driver in March 1964 and drove both steam locomotives and dmus until returning to Leicester Midland in March 1966. He stayed there for three years before leaving railway service but, after several years in the hosiery industry, Frank found that the pull of the railway was too strong to resist and so obtained a post as signalman at Croft Sidings on the Leicester to Nuneaton line, where he worked until retirement.



I lived only a couple of miles from Frank's home when he was working at Leicester Central and I knew him in a limited way through his brother. I recall catching local trains driven by Frank, when the driver would have been letting him do so, at Whetstone station on several occasions. I did not then encounter him for over thirty years, when he gave a talk at the Leicester Railway Society. I reintroduced myself and from then on enjoyed several car rides together to various GCRS functions – Frank was a regular attendee at the society's AGMs wherever they were held, and also the various events that took place at Sheffield in connection with the GCR War Memorial. I found it highly amusing on the occasion of the AGM at Great Missenden in 2005 when it was a hot day and by lunchtime Frank was in dire need of liquid refreshment. He dived into the first pub he saw and to his chagrin was charged £3.30 for a pint of Guinness – about twice the going price in Sheffield at the time. He held forth about this all through lunchtime and for most of the journey home!

The journeys were something I looked forward to; because we had lived so close to one another we were able to reminisce over various local characters of former years who had resided in our neighbourhood. One in particular who we both knew was Gene Pitney's Music Director of many years, one Maurice Merry, who was still Gene's MD at the time of his sudden death in 2006. Frank was also a cricket umpire and we discussed the difficulty he had umpiring matches on the local cricket ground at Narborough, where the M1 motorway effectively forms one of the boundaries and the roar of traffic has to be experienced to be believed. Other conversations covered railway matters and I well remember him describing how he and his driver had tried to persuade a coal pusher (a device which neither had encountered previously) to work on one of the GC line's hapless Britannias, by then based at Banbury, when it had clearly not been used for some considerable time.

One of Frank's regrets was that he was born too late to have lived more fully in the world of steam locomotives and the GC line, both of which were so dear to his heart. They were only part of his interests though, and he was a real family man with a winning smile for everyone. The Great Central Railway Society extends its condolences to his widow Rita, to whom he was married for 51 years, and his children Margaret, Edward and Maxine, and to all his family. It was indeed a privilege to have had Frank as one of our Vice-Presidents.

Welcome to the following new members

Dr J. Comyn, Huncote, Leicester
Mr A.E. Webb, Sutton-in-Ashfield, Notts
Mr J.V. Price, Haydon Bridge, Hexham
Mr L.M. Saccomando, Mexborough,
South Yorkshire

Mr N.P. Hubbard, Aldeburgh, Suffolk
Mr P. Denton, Barnsley, South Yorkshire
Mr A.P. Brown, Harrow, Middlesex
Mr N.C. Taylor, London W2
Mr Cant, Great Eversden, Cambridge



The 20 document boxes donated by Dave Arnold have now been put to good use storing the GCRS archives. A small working party, including Geoff Burton (Archivist), undertook the task of transferring the archives from their old boxes to the new.

photo: Bob Gellatly

Charity Open Day on Sunday 12th September

at *Tree Tops*, Halton Village (near Wendover),
Aylesbury, Buckinghamshire, HP22 5NS
10am to 4pm

Garden railway with steam rides - O gauge GC layout to view.

In support of local charities.

Amendments to the 2010 AGM Minutes

Southern Area Rep's Report: He arranged a walk last year to Greenwich Park, a visit to Mangapps Farm and a minibus trip along part of the SMJR.

Archivist's Report: The GCR Journals were bequeathed by Mr E.B. Woodruffe Peacock to the Railway Club.

Brian Slater, Secretary

John G. Robinson and other locomotive artists - Part 4

by Ken Grainger

The railway's 'Golden Age' found the Great Western at something of a crossroads. The Broad Gauge finally went in 1892, taking with it locomotives which, for the most part, were no great loss aesthetically - though posterity has looked kindly on many of them largely because of Victorian photographers' fondness for broadside views which served to disguise their splay-footedness. But then there were the 8-foot Singles. With a genesis dating back to the earliest days of the Broad Gauge, in their final incarnation as the Armstrong/Dean 'Rovers', they were surely the noblest locomotives that ever took to the rails. Known only by their euphonious names: *Tartar*, *Hirondelle*, *Timour*, *Warlock* et al, and 15 feet tall to the tops of their chimneys, their awesome majesty is the stuff of legend.

Meanwhile, on the standard gauge (and it could now be called that after half-a-century of insisting that 4'8½" was "narrow gauge") the archaic, such as Joseph Armstrong's delicious outside-framed veterans, rubbed shoulders with the ultra-modern in the form of Churchward's experimental groping towards his *locomotive nouveau*. Some of William Dean's engines were a delight but had to be caught at the right moment as the GWR switched boilers with bewildering rapidity and not always to the most flattering effect. Some of his 2-4-0s, variously-framed with or without domes, were lovely, though the bogie singles for which he is most celebrated actually looked better in their original 2-2-2 form. Dean's engines though were a bit hit-and-miss; some, with an over-bulbous steam dome (it was all or nothing with steam domes on the Great Western), possibly in conjunction with a raised firebox, had an up-and-down profile to rival the Manhattan skyline. And the GWR seemed to have a complete disregard for matching engines and tenders; sandwich-framed locomotives being paired with plate-framed tenders and *vice versa*. Churchward's rebuilds of Dean's locomotives ranged from ordinarily ugly to downright hideous, but we can be sure that such a frivolous consideration wouldn't have concerned him in the least.

Railway enthusiasts' predilection for labelling senior railway personalities as either saints or sinners with nothing in between has damned no-one more than Francis Webb who dominated the London & North Western, the "Premier Line", in the Golden Age. By all accounts he was a cold, harshly autocratic man, but that he had a sense of humour is a matter of record, and he certainly didn't lack sentimentality. His takeover from John Ramsbottom was seamless, as he continued with immaculate, no-frills 2-4-0s and 0-6-0s, and such was his regard for Ramsbottom's delightful 'Lady of the Lake' singles that he kept them on as main line pilots throughout his reign.

Webb's wonderful, and lovely, 'Jumbo' 2-4-0s are rightly renowned, and his 'Crested Goods', so named from having the L&NW coat of arms on their middle splasher (also nicknamed 'Cauliflowers' from the sardonically alleged resemblance of the rococo-style, curlicue armorial device), are among the most elegant of 0-6-0s. Webb's 'Coal engines' and their 0-6-2 tank derivative were models of their type, unpretentious and neat, but he will forever be remembered, and condemned, for a flawed system of 3-cylinder compound, and it has to be admitted that two high pressure cylinders exhausting to one low pressure cylinder defies logic.

Initially Webb's passenger Compounds conformed to his 2-4-0 format, albeit with divided drive to uncoupled wheels (2-2-2-0). The first series, the 'Experiments', had the leading axle directly beneath the smokebox, which sounds fine but didn't look it. In an enlarged second series, the 'Dreadnoughts', the leading axle returned to its traditional position abaft the smokebox. They were beautiful. The 'Teutonics' were bigger still and had an accordingly raised running plate, but couldn't quite match the 'Dreadnoughts' for looks. As an aside, the "hairy chestnut" of Webb's Compounds trying to restart with their two sets of wheels in opposite gear originated with the 'Teutonics' low pressure cylinder reverser being replaced by a slip eccentric to obtain freer running. The fable though

ignores that fact, for when the locomotive was required to restart after backing down onto its train, a by-pass valve exhausted the steam from the high pressure cylinders straight to the blast-pipe until the slip eccentric had repositioned itself. *Jeanie Deans'* day-in day-out exploits on the 2 o'clock 'Corridor' in particular prove that the 'Teutronics' reliability and performance was infinitely better than they are generally given credit for. When Webb added another axle, it wasn't in the form of a bogie, but as a 2-2-2-2 (a 2-4-2 had their wheels been coupled). Whatever their shortcomings, and apparently they were considerable, the 'Greater Britains' and their smaller-wheeled cousins, the 'John Hicks' were incredibly elegant.

Ultimately Webb did produce a 4-4-0 (complete with coupling rods!) in his 'Jubilee' and 'Alfred the Great' 4-cylinder compounds. Their initial performance was also disappointing but how beautiful they were! Their proportions were perfect and the sweeping curve of the smokebox, flaring out over the steam pipes, was sublime. They were lovely. It cannot be denied though that Webb's 'Piano Front' 4-cylinder compound 4-6-0s and 0-8-0s were most ungainly. In getting back to basics, his successors, Whale and Bowen-Cooke, rebuilt the latter and all Webb's other 8-coupled (compound and simple) into the 'Super-Ds', angular and unlovely, but with that most elusive of qualities, character!

How does one define character? In locomotive terms it is easier to say what does and what does not have it. Those L&NW 'Super-Ds' most certainly did, but Fowler's ponderous 'Austin 7' derivatives for the LMS equally certainly did not. Robinson's 8A 0-8-0s had tremendous character too, though those with a separate rear splasher were infinitely better balanced than the later ones with a continuous splasher over the rear three axles. That continuous splasher was of course an integral feature of Robinson's immortal 8K (the LNER/BR 04) which had not only character but so much more: the only heavy goods 8-coupled which I would describe as "elegant".

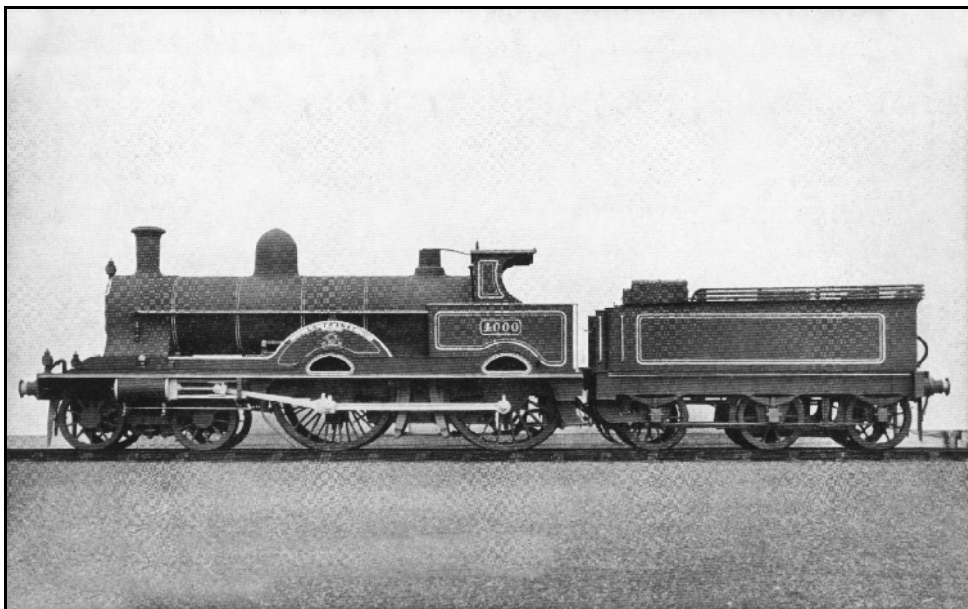
It would be an injustice to leave the "Premier Line" without acknowledging Whale's 'Precursor' 4-4-0 and 'Experiment' 4-6-0, or Bowen Cooke's 'George the Fifth' and 'Prince of Wales' superheated counterparts. They are said to have been "rough jobs" and maybe they were, but their proportions were immaculate. Then, ultimately, there was Bowen-Cooke's *tour de force*, his magnificent 4-cylinder 'Claughtons'. Those given a bigger boiler by the LMS were made even more imposing but not without some expense in elegance.

Other than the L&NW, the only railway to persevere with compounding was the North Eastern, though ironically its strongest offshoot flourished on the Midland. Compounding was taken to the North Eastern by Thomas Worsdell who, like Samuel Waite Johnson and William Adams, had cut his teeth on the Great Eastern. His long-lasting legacies to the Great Eastern were his enchanting 2-4-2 tanks and those fabulous 0-6-0s (LNER J15), each made extra-charming by having their domes on the front ring of the boiler just behind a chimney which, with its simple bead rim, was just right. I offer no apology for praising yet another 0-6-0: until the concept was outgrown, no better proportioned locomotives ran. Worsdell also set the scene for James Holden's host of perky little tanks, his delightful 'Intermediate' mixed-traffic 2-4-0s, and their lovely 7' express passenger cousins, the T19s. What a transformation when some of them were reboilered to create the horribly ungainly 'Humpty Dumpties'! Others were rebuilt as 4-4-0s, considerably less inelegantly but nothing to compare with the graceful 'Claud Hamiltons'. It has been said the 'Clauds' were Fred Russell's work, but with most, if not all of us, having experienced the youthful disillusionment of realising that CMEs did not, after all, single-handedly draw every line and plot every curve of "their" engines, we won't go there.

As well as his version of the von-Borries 2-cylinder compound system, Thomas Worsdell took with him to the North Eastern the large combined splasher he had adopted on attractive 2-4-0s and 4-4-0s for the Great Eastern. They would continue to be a feature of his and of his younger brother Wilson's (his eventual successor but you couldn't see



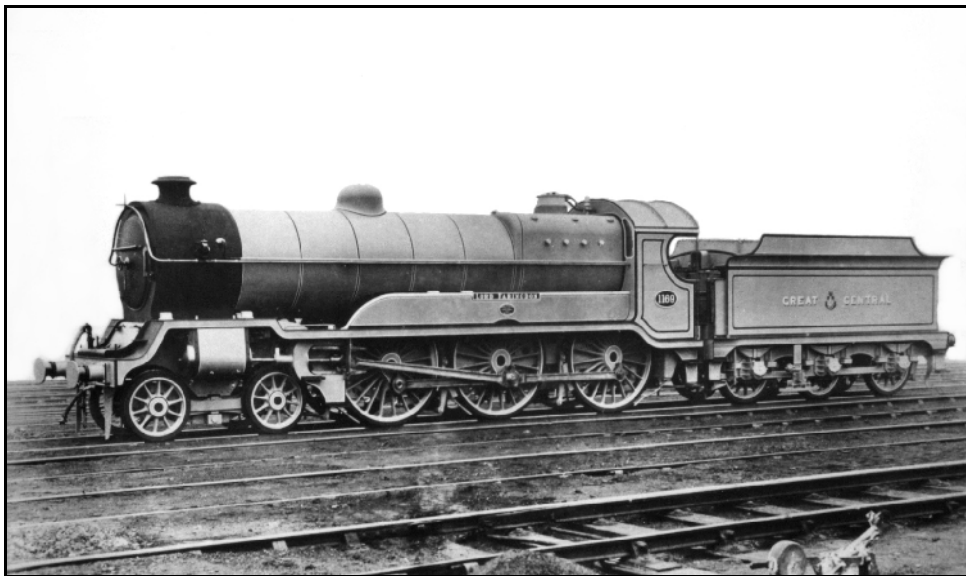
Arguably the most beautiful of Francis Webb's 3-Cylinder Compounds were the 'Dreadnoughts', such as no. 508 "Titan".
photo: Locomotive Publishing Co.



Disappointingly sluggish in their original form, Webb's 4-cylinder Compound 4-4-0s were nevertheless lovely engines. Ironically, those later rebuilt with two inside cylinders as 'Renowns', looked like rather gaunt 'Precursors' - decidedly ordinary. "La France" is carrying her works no. 4000, with which she was exhibited in Paris, and which she subsequently swapped for running no. 1926.
photo: L&NWR



What other heavy goods engine could possibly be described as elegant? An 04 in its natural habitat - no. 6229 slogging over Woodhead with an interminable string of wagons. photo: E.R.Morton



GCR class 9P no. 1169 "Lord Faringdon" showing off her arc-sided cab, a feature shared with 1164 and 1166, as distinct from the side-window style used for 1165, 1167 and 1168. photo: GCRS collection

the join) four-coupled, but in addition, possibly influenced by their time in the United States at Altoona, they also standardised commodious glass-house cabs for their tender engines. No doubt these were much appreciated by the enginemen but they were out of scale for what were otherwise well-proportioned 0-6-0s and 4-4-0s, and what would have been quite lovely bogie-singles.

Leaving the welfare of enginemen aside, for pre-grouping locomotives generally I'll admit to a preference for arc-sided cabs as opposed to the side window variety, though they suited the Great Eastern's 'Clauuds'. On Robinson's engines it isn't a matter of proportion but I always preferred his original class 11E 'Director' to the later 11F and similarly with the 8N and 9P 4-6-0s which had examples of both cab styles within the same class, I find those with the arc-sided version more attractive. By the time the North Eastern had built their Atlantics and 4-6-0s big enough for their roomy cabs to be in proportion, running plate height had become an issue. Darlington indicated its own dissatisfaction by its "with valance/without valance" messing about, even within the same class. The North Eastern's tender engines therefore tended to be something of a disappointment: they certainly weren't unsightly, but neither were they inspirational. Not so their 2-4-2 and 0-6-0 tank engines which were enchanting. What were the most attractive locomotives built by British Railways? Surely, rather than any of the 'standards' or the 'Big Four' types which continued to be built after nationalisation, it has to be that final batch of 28 J72s, faithful to Wilson Worsdell's design of half-a-century earlier, right down to the beautifully sculpted brass safety valve trumpet. Delightful.

From this plethora of riches it isn't easy to pick out which locomotives I think are the prettiest or loveliest or most handsome etc. - apart perhaps from those wonderful Broad Gauge 8-footers which are my favourite locomotives, my opinion can change with the wind. But my opinion as to the most aesthetically pleasing family of locomotives is not subject to change: it is that of John G. Robinson, the only engineer whose designs ranged from delightful Victorian 2-4-0s to imposing and exceedingly handsome 4-cylinder 4-6-0s. But, as conceded at the outset of this series of articles, aesthetics really is a matter of opinion, so what do you think?



BR J72 no.68736, with NER livery, on station pilot duties at Newcastle, is a Wilson Worsdell original, but that is only discernible by her number - those built by BR were identical. photo: Photomatic

The Pollard family railway history – Part 8

by John E. Pollard

When I started back at Annesley as a guard in 1955, the yardmaster asked me if I would help out for a while as a shunter as they were short staffed. I did not know what I was letting myself in for. We were working 12 hour shifts for about eight months continuous. We started 6am Monday morning and worked seven shifts finishing 6pm Sunday night, then worked 6pm Monday to 6am Sunday. It was a 13 day fortnight; the longest time off was from 6pm Sunday to 6pm Monday.

The points in the up yard, except for one pair, were worked from No.2 box. The exception was a pair of spring points which led into the short shunt alongside the main line where light crippled wagons were repaired. When the repairers had gone home, the yard pilot and pilot guard brought the repaired wagons out and put others wanting repair back in. The two longest roads in the up yard were numbers 8 and 9; these two roads were long enough to hold three Woodford trains each. The other roads could hold two Woodford trains. There were twenty roads in the yard. The right hand road was the engine line to loco. In front of No.2 box, which was actually a ground frame, were two scissor crossings. There were four reception roads on "the bank". There were also two signal posts each with three signals on them; they read top to bottom and left to right. The top board took you down number 9 road upwards. The middle board was for numbers 1 to 8 roads. The bottom board was for the engine line. Over near the main line was a short shunt which would hold four brake vans. If there was room the pilot engine generally stood in that road.

The up yard staff consisted of an inspector, a yard foreman, a pointsman in the box, and three shunters. The inspector covered both up and down yards. The down yard had a yard foreman, a pointsman and two shunters. The down side points were all hand points so as well as chasing the wagons the shunters had to set the road for the wagons to go down.

I spent most of my time as a chaser in the up yard. We used to take turns on what we called "bottom drop". When a train had left the yard you had to run the remaining wagons down the road. You started to pick the wagon brakes up, starting from the back end, and when the wagons started to move you walked with them. To slow them down you started to put the brakes on again. It was important that the wagons did not foul the points at the end of the road as you would not be able to bring them back again. You had to be on the alert with this job as sometimes two sets of wagons could be on the



John Pollard in guard's uniform.

photo: John Pollard collection

move at the same time and if the back set was moving too fast you could get a rough shunt into the front set.

I was doing this job one morning. The wagons were moving nicely and I started to apply the brakes. When I had about twelve pinned down, I found the next wagon was a GWR bogie bolster and these had ratchet brakes. I put the brake stick in the handle and pulled it down but it did not lock and flew back up. The brake stick hit me on the side of my jaw and I went down like a log. When I came round I was lying right up against a wagon wheel. I staggered to my feet and my first thought was that I had had a run through. I slowly walked towards the bottom of the road. I found my brake stick still in the bolster handle. I took it out and carried on to see what damage had been done. Someone was looking after me that morning. Firstly, I had not gone under the wheels when knocked unconscious, and secondly, the wagons had stopped an engine length before the end of the road. On "bottom drop" you were at it all shifts as there were a lot of trains leaving the yard. As well as Woodford trains there were trains to Stanton, Burton, Leicester, Nottingham Goods, Hotchley Hill, Basford, Bulwell, and Colwick.

After about eight months of continuous 12 hour shifts I asked to go out as a guard. As I was already familiar with the roads we worked from Annesley it was not long before I was able visit the superintendent at Nottingham to be questioned on rules and regulations and I was passed as a guard.

The junior guards worked a lot of local jobs including the yard pilot. This was another 12 hour turn at that time. The pilot guard went with the pilot engine down the transfer road, coupled on a raft of wagons, told the driver what he had on, and then they drew up to the top of the road. The driver whistled when he got a green flag from No.2 box and drew the wagons up the bank onto one of the reception roads. The guard dropped off the engine near the box and as the wagons were set back down the engine line towards No.4 box he pinned some brakes down. The guard then walked with the wagons down to the ground signal where we generally stood until the signalman was ready for us to cross over. We normally ran them onto the stacks road where we left them. The guard then walked up to the engine which set off up one of the two down side arrival roads. Then the guard went across to the down side transfer road and got a load ready to take back to the up side yard.

One time I was stood at the bottom of the engine line waiting to cross over with the yard pilot when a light engine came down the goods line from Annesley North. The driver got off the engine, a class nine, to have a look round. It was my brother, Les. We stood talking, a signal came off but we both ignored it and carried on talking. After a while I told Les I was going to phone No.4 box and ask the signalman to let the pilot cross over. When I came back, Les asked, "What did he say?" "Oh," I replied, "When that idiot of a driver comes to loco you can come across." We both burst out laughing. The signalman was one of the smart Alocs off the LMS who had come to show LNER men how to run a railway. We had been waiting about twenty minutes to cross while all the time the up loop to loco board had been off. Les's engine was stood on the up goods line and his signal was at red. We waited another five minutes, then heard the loop board drop back, then points being pulled over, then the up goods to loco board coming off. Les climbed back on his engine and went to loco. Shortly after he had gone we crossed over and went to the down side yard.

While the yard staff were shunting our wagons I went round the transfer road and made a raft of wagons ready to take back. My driver that week was an older man, Sid, the same driver I remember having had some trouble with as a young fireman. I was stood at the first wagon when his engine came down the road. I tied the engine on then told Sid we had 48 on. He had a GN J50, which was quite a strong engine, but he said, "Too many. We can't pull that load across." So I set off back down the train, then came back to the engine and held up six fingers. He whistled up, we got the tip, and we set off. At Annesley North I dropped off the engine on the main line side where I could see the

fireman. When the signalman had set the road I called them back and pinned some brakes down. We dropped them down No.1 road. When we stopped the yard foreman took over and I went to the guards' room for my food. After putting his engine on the brake slip road, Sid and his mate came in for their food. As he was having his meal Sid said, "We seemed to have been well up towards the tunnel for 42 wagons." I said, "You didn't have 42 you had 54. I told you I had put 6 more on!" He didn't seem to have had any trouble pulling them and he never tried the old man trick on me again.

One thing I should mention is that the driver was in charge of the engine. With regards to the locomotive the driver's word was law. The train was the guard's responsibility and what the guard said with regards to the train was also law. A guard had the last word as to whether wagons were allowed to run in a train or were put off. I will elaborate on this later as I had a few arguments with the wagon examiners at Annesley and a few other places.



BR class O4/8 2-8-0 no.63612 (rebuilt from O4/1 in July 1955) approaches Kirkby South Junction after passing Kirkby Bentinck (named after the local land-owning family) with a southbound train of mixed mineral wagons on the GC main line. The train is about to cross the Midland line from Pye Bridge (left) to Kirkby-in-Ashfield (right). The line at a higher level on the right is the GC line to Mansfield and Edwinstowe (the Mansfield Railway) which veers off to the right through a cutting, above which can be seen the spire of St.Wilfrid's parish church, Kirkby-in-Ashfield.

photo: John Pollard collection

The following stories are not in sequence but they all happened at some time. I was on a relief turn one Saturday afternoon and as a train of coal empties ran up the down goods line the guards' room phone rang and the clerk in the telegraph office told me to take the empties to Kirkby Bentinck and to bring a Mansfield train back to Annesley. I went out to the engine, a class nine, and told the driver I was taking the train forward and to give me a few minutes to get back to the brake, then whistle up. We left Annesley and arrived at Bentinck where we put the train on the down branch for the pilot to push into the empty sidings. We crossed over to the up shunt where a train stood ready with a brake van at each end. I walked down to the van and put my kit in. I didn't make a fire

as we were only going back to Annesley. I picked up the shunting pole and set off up the train. I had my wad of empty wagon labels and was reckoning the train up as I went and inspecting the wagons. When I got back to the engine I tied it on and then stood and worked the load out. I forget how many actual wagons there were but the load was equal to 100 heavies. This was well over the permitted load for an Annesley to Mansfield working with a class eight but was within the permitted load for a class nine back to Annesley. I went to the box and phoned Annesley down side and asked for the pilot engine to give us a pull up the goods line and there would be some wagons to put in the down yard. I told the signalman we were ready when he was and went back to the brake. We struck off and dropped down into Annesley on the up goods line and crossed over to the down goods. The pilot came on the back. I had asked my fireman to hook off and to put the tail lamp on and screw the brake on. I tied the pilot on and we set off up the down goods road. When we got to the top of the road I stopped the pilot and pinned some brakes down and hooked the excess wagons off. I phoned the signalman at Annesley North and we drew the excess wagons forward then set them back into the down yard. Then the trouble started. As I walked back to the guards' room, the yardmaster and Inspector Cartwright met me near No.2 box. The yardmaster started by asking me if I knew what I was doing bringing an overloaded train into the yard. I explained to him that my job was to move wagons from Bentinck to Annesley as required ensuring that my train was not overloaded. And there was the Mansfield train now stood on the down goods as my orders required. Inspector Cartwright ("Bert" as we usually called him) stood with a smile on his face. The yardmaster was getting himself worked up and said, "I'm going to be watching you from now on. Don't you dare put a foot wrong or I will drop on you." This was like a red rag to a bull. I did not bother to answer him and walked off to the telegraph office to report in to the clerk, who had been watching and listening. He smiled and said, "Right away, John, you can book off and go home."

I looked at the work roster for my turn of duty the following week; it was a "gotcha". I was booked on Annesley Colliery pilot. This turn cleared the coal from Annesley and Newstead Collieries sidings. The crews on this job never put in a full eight hours; they generally went home in about six hours. To do this they broke every rule and regulation in the book. Monday morning came. I signed on about 8am, picked my kit up and went over to the down side. The foreman had a brake van waiting on the bank. I got in, put my kit down and got my loading book and appendix out. I opened them up at the section for Annesley Colliery and read up on all the regulations. It was now a case of "let battle commence". My engine came out - it was an O1 class eight. I hooked it on, lifted the headlamp off and took it to the cab and gave it to the fireman. The driver was a young hand named Fred Fox. I told him, "This week we work by the book. It will make it easy for you but very hard on me. There won't be any early finishes and you'll probably make over time." "That's alright by me, John," he said, "Let's see what happens." We then left the yard via the North box and went up to Annesley GN Junction and dropped into Annesley Colliery sidings. It was a double road, which we used for running round the train. There was a ground frame at the signal box end worked by the guard and hand points at the colliery end where the road became a single line into the colliery sidings. On this section was a short tunnel about a hundred and fifty yards long. This tunnel was a real bugbear as on the colliery side was a farm and the farmer had right of way through the tunnel for machinery or cattle as he had fields at both ends of the tunnel and used it regularly. When we got into the loaded sidings the shunter, Jack Cleverly, had the road set on to a load of wagons. I tied on and Jack said, "You have 40 on." I told him I was going to walk round but he replied, "There's no need. I've got them ready." I told him again that I was going to walk round and he started to get agitated. I set off round the train. When I got to the 29th wagon, what with the mix of 16 and 21 tonners, we had it made up to a full load as per book so I hooked off behind it and pinned the rest down. Jack had got us a load ready alright - about 15 heavies over. When I got back to the engine and told Fred the load, Jack went up in the air, and I

found out he thought my parents were not married when I was born. I was able to put him right on that matter and he had another shock coming. "Right driver," he said, "let them roll." I called out, "Hold fast! I tell the driver when to move and that will be when you've done your job properly." "What do you mean?" he asked. So I told him, "You walk through the tunnel, see the gates are locked at the other end and the tunnel is clear, then you come back and stop anyone going through this end." This he did and we eventually left the colliery siding with the first load. When we got out of the tunnel he asked, "Which end (*of the run round*) do you want me to see to?" I told him I was quite capable of looking after both ends, so he got off in a huff. When we got to the top end of the run round road Fred stopped, I screwed my brake on and pinned the first five wagon brakes down. I then hooked the engine off and went to the ground frame, set the crossover, called the engine through when it was clear, then reset the road and climbed on the engine as it came back. I rode to the other end, dropped off at the points, set the points and called the engine back onto the train. I hooked it on, then told Fred, "I'm leaving those last five wagon's brakes pinned down until we are out. You will have to drag those wagons." "No problem, John," said Fred. I then walked back to the brake van and called to the signalman that we were ready. He gave us the road and I called Fred out. The reason for leaving the brakes pinned down was we were going out onto a steeply falling gradient and on at least three occasions trains had broken loose and run away causing a pile up at the back of Newstead GN station. When we stopped I got out and picked the wagon brakes up and got back in the van.



BR 9F 2-10-0 no. 92200 brings a train of empty hoppers off the Mansfield Railway at Kirkby South Junction. The line to the right of the signal box is the GN line to Shirebrook which did not have a station in Kirkby-in-Ashfield. The rock exposed in the cutting is magnesian limestone.

photo: John Pollard collection

On arriving at Annesley North the signal man told us that we would be backing down No.2 road on the bank. I then set off walking and the signalman, wondering what I was up to, called out, "Where are you going?" I just said, "The rule book states that when a train is backing in on the down bank the guard must examine all points and inform the

down side foreman that a train is coming on the bank and to stop all moving engines until the train comes to a stand." It was quite a walk and the foreman was not pleased when I informed him of his duty. Then I had to walk all the way back again and call the train in. When we came to a stand I had to pin brakes down at both ends of the train, hook my engine off, take it down another road and then go back to my brake van. When I arrived, the reception committee was waiting for me: the colliery shunter, the yard foreman, the yardmaster and Inspector Bert Cartwright. There was quite a bit of shouting and bawling at first but after a few minutes the yardmaster, Mr Peircey, got the foreman and shunter to shut up. He then turned to me and asked, "Just what do you think you are playing at?" My reply was, "On Saturday, in front of Inspector Cartwright, you told me that if I put a foot wrong you would jump on me. Is that not right, Inspector?" The inspector had a smile on his face as he said, "Yes John that's correct." I turned back to Mr Peircey and said, "Mr Peircey, I haven't put a foot wrong all morning. I have obeyed all the rules and regulations that apply to the job and the location and if you want to check the train you will find it is a full load for this engine as laid down in the loading book." The yardmaster just asked, "Will you finish clearing the collieries?" and I said, "Yes". He then walked away. When he had gone, Bert Cartwright said, "Knowing your father, I knew he wouldn't have stood for what the gaffer said on Saturday and as you are a chip off the old block I was expecting this to happen." We finished clearing the collieries and made it a ten hour shift, as it was every day that week except Saturday. It was the only week the shunter at Annesley Colliery had ever put a full shift in every day of the week. I was never put on Annesley Colliery pilot again.

Wanderings around the Internet with Bob Gellatly

"RailTour Live" at <http://railtours.national-preservation.com>

Have you ever gone trackside to watch and/or photograph a railtour go by and you have wondered whether it is running on time or even whether it is running at all? If you subscribe to RailTour Live you can receive text messages on your mobile giving updates on the status of a particular railtour. I thought I would give it a go, paid my subscription, and signed up for "The Midlander" on 17 July. One limitation of the system is that you can only 'sign up' for one railtour at a time. As it happened I was unable to go and watch "The Midlander" but I didn't 'sign off' until I had received a few text messages. Yes, it works!

"Flickr" at www.flickr.com

Flickr is a Yahoo website (so you need a Yahoo ID and password to use it) which made the news in late July when the Royal Family opened a Flickr account and posted 600 images. Flickr is a photo sharing website where anyone can post their images and others can look at them. Unsurprisingly there are a lot of images of railways. Each image has tags assigned by the image author. This enables relevant images to be found using the search facility. Members can also belong to groups eg "Great Central Railway" has 206 members with 4,501 photos, mainly of the GCR at Loughborough. I have used (and will continue to use) images from Flickr in *Forward*. It is easy to contact the image author, and permission to use images is readily given, often with the offer of a better hi-res image sent by e-mail.

"TinyURL" at <http://tinyurl.com>

I am indebted to Neville Taylor for pointing me in the direction of this website. This was prompted by the rather large and ungainly URLs I used in the item about the Railway Clearing House maps in the last issue of *Forward*. Neville entered the URL for finding the RCH maps in Wikipedia and TinyURL came up with '<http://tinyurl.com/389vbzz>'. TinyURL can reduce any long URL to something more manageable making it easier to include in an e-mail or magazine article. There is also no time limit on its use.

Bachmann's New "Tiny" – an appraisal and some modelling variations **by Graeme King**

All photos by the author



Bachmann's OO model of Robinson's class O4 2-8-0 no.6190 in LNER black livery.

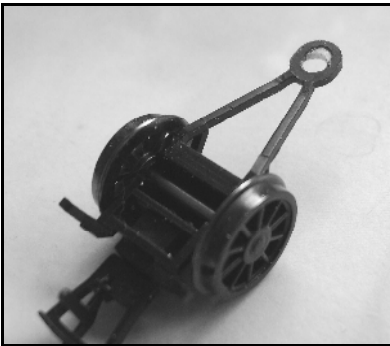
Well, it is here at last – a ready-to-run model of the most numerous GC designed loco type and one that offers a number of possibilities for modellers keen to have a go at conversions. Within a week or so of the launch of Bachmann's new OO gauge O4 model I bought an example of the LNER version, although BR liveried versions are available too. In GCRS circles I probably ought to refer to the model as an 8K or possibly an ROD, although I don't think either designation quite fits the current Bachmann model, as various details are not quite right for an 8K or an ROD. In fairness, it must be said that my loco was a beautifully smooth and quiet runner straight out of the box, and the features that Bachmann has chosen to portray are, by and large, exquisitely represented. For instance, around the top *inside* edges of the tender, there is even representation of the overlaps of the flanged plates (or are they separate angle irons?) all neatly riveted too.

So nicely finished is the model that it is a real pity to demolish it, either by pointing out its faults or by attacking it with modelling tools. Of course it could also be said that it is a pity that Bachmann didn't model a more typical O4, as they appear to have paid undue attention to the one preserved example including its latter-day modifications, and it is a pity that even then, arguably, they still got some features wrong.

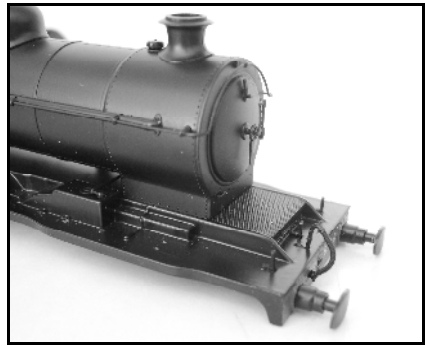
I confess that not all of the following critical observations of the model are mine – several that I didn't initially notice having been pointed out to me by others. Here however is a reasonable list of failings or contentious points in the model's detailed features:

1. Loco buffer sockets; stepped LNER group standard type buffer sockets are provided, fitted only as later replacements on O4s instead of the original parallel type.
2. Front vacuum hose which is correct only for the original GC built O4/1 locos if we are considering the "in service" rather than "in preservation" era. The ejector pipe is there on the side of the boiler too, confirming O4/1 status. This pipe is enmeshed with the handrail pillars so its removal is not a perfectly simple option if you'd rather portray an O4/3 ex-ROD.

3. Top front lamp iron position needs careful scrutiny and may need alteration in order to be correct for the "in service" era.
4. Chequer plate platform top in front of smokebox door is not typical for O4s in service, plain plating with a few raised bolt heads being typical.
5. Prominent raised bolt heads along the frame tops either side of that chequer plating also appeared on the vast majority of O4s but they are missing from the model.
6. Pony truck location; the axle is by my reckoning 4 to 5 scale inches too far forward, probably in order to ensure that plenty of side swing is possible without fouling the cylinder fronts on "trainset" curves. At least Bachmann have left a decent amount of material moulded around the pivot eye of the truck, making it a fairly simple job to plug the old hole and re-drill a new one, thus correcting the position of the truck. See the photo below for one that I have done.



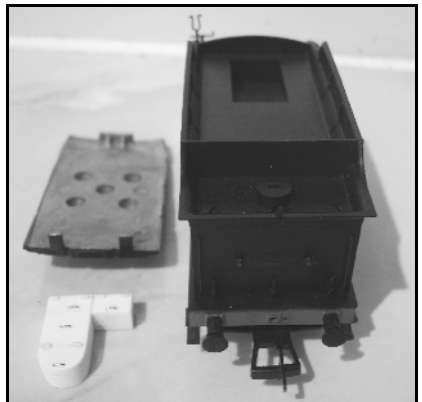
Modified pony truck.



Unmodified front end of body.

7. Piston tail rods are absent; correct for most O4s for most of their lives but not for most locos in the GC era.
8. Cylinder and slide bar angle plus step positions are definite snags. The inclination is too pronounced and cannot be properly put right without carefully making new slots for the tails of the slide bars in the moulded slide bar bracket (or making a whole new bracket). The lower turn-in on the slide bar bracket does not enclose the coupling rods as it did on the prototype, it only encloses the connecting rod, presumably for simplicity of assembly and servicing of the model. The bracket has the later arrangement of full steps moulded on to it, so will look wrong if its height is simply adjusted "as a piece" in order to correct the slide bar angle. As the steps are moulded on the slide bar bracket, the original GC (and early LNER era) steps mid-way along the running plate are not represented – another blow for the GC enthusiast (and not the last by any means).
9. Running plate profile above the cylinders appears to be wrong, the widened part of the running plate extending too far towards the rear of the loco.
10. Connecting rods; on a minor matter of detail they have an unrealistic representation of a triangular cover on the little-end bearings. More seriously perhaps, as seen even from just slightly above or below the horizontal, the rods have a huge and prototypically impossible elbow bend mid-way along their length. Generally this is done only as a poor modelling dodge in order to get the rods to clear the crankpins on the leading coupled wheels, especially when side play on the leading wheels has to suit sharp curves in track. This dodge can often be largely or wholly avoided if recessed fixings are used on the crankpins, but it seems Bachmann don't "do" recessed fixings, and the coupling rods appear to be cast, possibly in Mazak or some other potentially brittle alloy, making a straightening attempt risky.

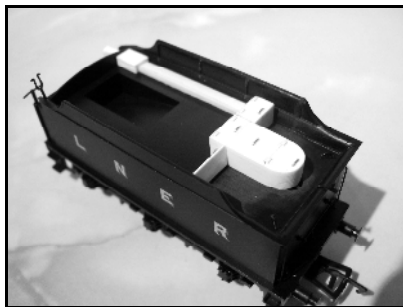
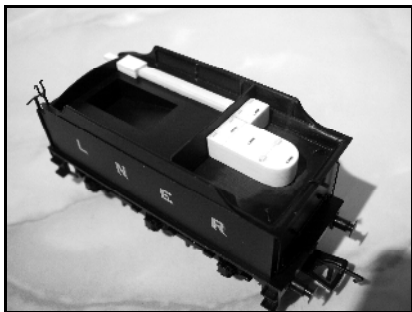
11. Chimney; this is most like the pattern fitted by Gorton after the mid 1930s. These had several of the original GC features of the shape restored after the era of fitting Doncaster plant pot/flower pot chimneys, but they lacked both the height of the original GC chimneys and the reverse-taper Robinson signature shape. The rim of the model's chimney may be too thin according to some observers. None of the current Bachmann models caters for the plant pot option or the original tall GC type.
12. Snifting valve; the Gresley fitting is well represented and highly suitable for most LNER locos in most eras, but if you want Robinson's original superheater protection you'll have to model it yourself.
13. Top feed is not modelled, which again is okay for the majority but may not suit the GC period.
14. Dome; again this is a late period dome, although taller GC style dome covers are available from small suppliers in the modelling trade.
15. Safety valves; very nice Ross Pops are modelled, although in some cases they ought to have a raised base which is not provided. Yet again, the GC purist wanting four-column Ramsbottom valves will have to do some work.
16. Whistle; this is modelled in front of the cab. For most O4s pre WWII, save for the O4/2s cut down for service in Scotland, the whistle should be on top of the cab.
17. Boiler handrail "tails" are not inserted into the cab front, and will thus be easily bent out of true by careless handling.
18. Cab roof ribs; the angle irons are very nicely represented and I'm relieved and impressed to see that the rain strips are inset correctly from the edges of the roof. I've seen so many kit-built GC locos with rain strips wrongly placed on the very edges of the roof, in some cases with the roof even overhanging the sides of the cab! There is a potential snag with the Bachmann roof however, as I believe it is only correct for an 8K. I believe the RODs had the rear rib inset from the rear edge of the roof to create space for a tarpaulin.
19. Cab interior is exquisitely detailed and painted although I'm not sure that it agrees in every detail with my interpretation of works drawings and period photographs.
20. Tender top; this, in my view, causes the most obvious problem for those who want a convincing model of a specific O4 in "in service" condition. The tender top appears to be a pretty good model of the tenders that were fitted only to the ROD locos, with no water scoop gear at all from new, although for some reason the two very noticeable upright ribs usually seen supporting the rear face of the rear coal plate are modelled on its front face. It comes complete with a removable load of "coal" cast in metal to add weight, below which is a proper representation of an empty coal space.



Rear view of tender.

21. It may or may not be right for the sole surviving O4 as now preserved, but it isn't right for any of the original GC built locos with water scoop-fitted tenders up until the late 1940s. It is also clear that even after the post-war order to remove scoop gear was issued, or locos were rebuilt to other sub-types, complete removal did not in many cases take place and the appearance of the tender top did not change to match the ROD type. For very many GC built O4/1s, for most of their lives the Bachmann tender top is therefore wrong in having no covers for the water scoop

gear, no "ship's wheel" on the front bulkhead to control the scoop, and too high rear coal plate too far to the rear. I am therefore in the process of modifying my O4 tender top to look more like one of the examples below. I could however do with some advice on the subject of just how much of a rear coal plate an original 8K would have had, and where that rear coal plate (or its sections) would have been, as am yet to see a clear cut drawing or photograph.

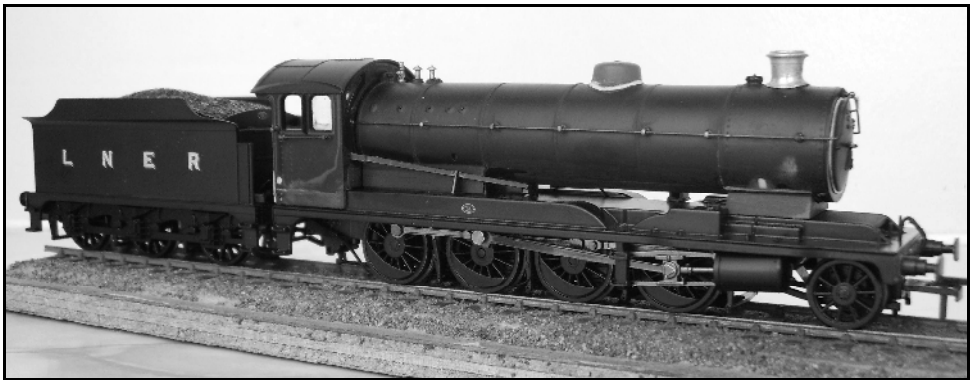


22. Other tender details; Save for the missing ship's wheel the front bulkhead is nicely detailed with hinged fall plate provided. The sides, rear and underframe (minus water scoop) are nice too. After some scrutiny I decided that the axle box covers were right for at least some tenders. The soleplate is the same width from front to rear rather than widened out at the cab end, and the side coal plates are of the "low front" appearance, so this is definitely a tender to suit one of Robinson's pre 1917 loco designs. The later tenders had wider front platforms to match wider loco cabs, and "high front" side coal plate styles matching the self-trimming tenders.
23. Loco-tender drawbar; although the rear of this is on an adjustable mounting, making it possible to set the gap between loco and tender according to needs and taste, it won't suit all modellers. As supplied it is impossible to uncouple loco and tender for handling, testing, light servicing, or simply for placing them on the track. This is because (in order to suit those who cannot have a model railway without computerised control and tinny rasping whistles, chuffs, hisses, clanks etc) the drawbar also carries wiring through to the DCC chip socket in the tender. Unless this wiring is removed, and bridging wires installed on the loco, the tender is permanently entangled with the loco which won't run on its own.

So much for the assassination of the Bachmann product. Notwithstanding all of these niggles, it is a ready-to-run model of a high standard, far higher than could have been hoped for ten years ago. In fact I was so confident that this would be so, that some time before the production version appeared in the flesh I had already set about preparing the work needed for the conversion to a Thompson O1 and an O4/8 variant, despite the fact that neither loco is of use to me as a modeller of the 1930s LNER! I'll probably sell them both. Both of these modelling options were produced using Bachmann B1 parts, and they are now virtually complete.

The O4/8 was the simplest proposition. It uses the standard Bachmann O4 chassis, and the running plate stripped of boiler and cab. These are replaced by:

1. A B1 cab extended downwards around its lower edges.
2. A B1 boiler moulding cut free of the B1 running plate, with its lower "chassis slot" bridged by curved pieces of plastikard, its firebox sides extended downwards, chimney and dome changed, and various details tidied up.
3. A simple new smokebox saddle made in plastikard.
4. A new reversing rod with supporting bracket.
5. A new pair of rear sandboxes below the running plate.



The unpainted class O4/8 project.

The O1 was more of a challenge, requiring at least the following additional pieces of work:

1. More careful separation of boiler and running plate in order to save lubricators, oil-boxes and sand-fillers for re-use on the converted loco – unless replacements are sourced and fitted.
2. Numerous changes to the B1 running plate moulding such as shortening of cab steps, removal of sandboxes and one set of cantilever brackets, plugging of various redundant holes, plus a carefully positioned set of cuts to completely sever the front "drop" and buffer beam whilst leaving a block of the original moulded plastic beneath the smokebox front.
3. Making up a new front running plate drop, frame tops, buffer-beam and steps in brass, this complete unit being shaped so as to fix firmly onto the surviving block of B1 body moulding beneath the smokebox.
4. Adding new blocks of plastic below the running plate to create fixing points for attachment to the O4 chassis and to fill in gaps above the O4 frames.
5. Removal of O4 cylinders, slide bars, associated brackets and connecting rods.
6. Modification of cylinders and valve gear stripped from a B1 chassis. The cylinders and motion brackets were mounted onto simple brass stretchers that screw on to the O4 chassis. The moulded supports for the slide bars and the expansion links were in both cases cosmetically modified to look more like the O1 arrangement. The big-end eyes and return crank eyes were bushed to suit the different crankpin arrangements on the O4 wheels. In order to obtain running clearances over the O4 crankpins I had to remove as much material as I dared from the inside faces of the B1 slide bars and add washers to the leading O4 axle to remove most of its side play. What did I say earlier on about Bachmann's lack of provision of recessed crankpin fixings?

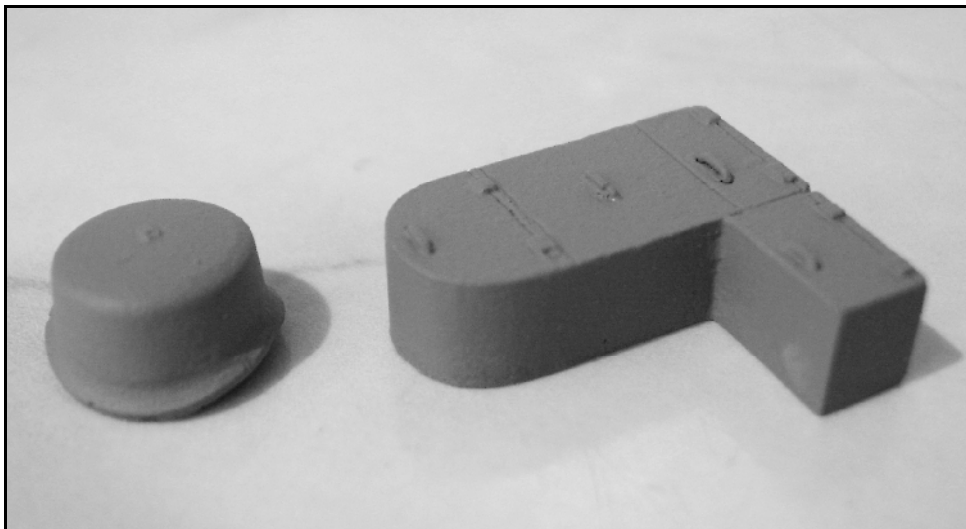
(A colour photo of the class O1 project can be found on p23)

Despite my washering-up of the front axle, and my re-fitting of the pony truck in the scale position, the converted locos both still run sweetly on the tightest 2 foot radius curves on which I can test them, and both pull well thanks to a boiler full of "fluid lead" (shot), essential to replace the loss of screw-in ballast weights in the Bachmann O4 boiler and (in one case) the lost weight of the cast metal O4 running plate.

Both the O4/8 and the O1 have, I believe, been available as white metal kits from Little Engines although this source of supply now seems to be erratic at best. If readers are interested in following my conversion strategy (instead of searching for and building these kits), then there are plenty of spare B1 bodies available from Replica Railways,

although for the O1 you need the cylinders and motion too which I luckily managed to find on ebay. As I could find no commercially available late-type Gorton flat-topped dome, I made my own and have used this as a master from which to cast a few resin copies. I have also had a go at producing some resin castings of the "b" shaped cluster of covers for the water scoop gear and filler hatch that should sit on the rear of a GC tender top. If desired I can supply small numbers of these two castings to fellow modellers.

Finally, I would like to acknowledge the assistance received from Andrew Emmett in the preparation of this article.



The finished castings: Gorton flat-topped dome (left) and water scoop gear and filler hatch cover for the tender (right).

Additional comments on the Bachmann O4 by Andrew Emmett

Like Graeme (*see above*) I purchased the LNER liveried model carrying the number 6190. I have concluded that the model has been based solely on the preserved 63601 which is logical because it can be studied in detail but leads to a lot of the pitfalls that Graeme has described. Therefore the late BR version of 63601, as preserved, should generally be a pretty accurate model apart from the excessive length of the wide part of the loco footplate.

Like most recent Bachmann locos the footplate is cast metal and is solid between the frames and unfortunately the light shines off it – perhaps a coat of matt paint will make it not so obvious. The chequered plate on top of the box between the frame extensions in front of the smokebox appears to represent only the preserved example and has probably been fitted during preservation to lessen the potential for slipping in wet weather when cleaning out the smokebox – someone might be able to confirm this?

Graeme has included my comments on the absence of the prominent six bolt heads on the front frame, which is correct for the preserved 63601. Perhaps someone can advise whether this indicates that the front of the frames have been replaced at some stage?

The reversing rod is too short - it should extend to approximately the centre of the second driving wheel, whereas on the model it ends between the second and third driving wheels.

The tender as far as I can tell is a good representation of that now attached to 63601. It even has the correct 13 spoke wheels. According to *Yeadon's Register of LNER Locomotives Appendix 2 Locomotive Tender Numbering – A General Survey and the Great Central Group Tender Allocation* (Booklaw Publications) the tender now on 63601 is tender no. 6202. This tender was attached to O4/1 no. 6202 from entering service in October 1912 until March 1940. From March 1940 it ran with O4/1 no. 6190 (BR no. 63693) until November 1951, then with J11 no. 64393 from January 1952 until January 1958, when it was finally transferred to O4 no. 63601. The model tender actually has a tender number plate on the front bulkhead with no. 6202 on it which would be correct for no. 6190 until October 1942 when it had a general overhaul at Gorton (*Yeadon's Register of LNER Locomotives Vol 24 Combined Volume* - Booklaw), assuming it was repainted and then only had NE applied on the tender.

I have a number of Isinglass drawings (generally the best drawings of LNER locomotives available in my view) of GC locomotives which include the 4,000 gallon tender. The earlier drawings (B7, B8, B9) show no rear coal plate but in the later drawing I have of the O5 a rear coal plate, in line with the front of the box arrangement covering water filler and pick up apparatus, is shown.

The tender attached to the preserved 63601 appears, in photos I took two years ago, to have the rear coal plate lined up with the top of the rear curve to the side coal plates which appears to me to be as they were on tenders built for the ROD locomotives. This agrees with the tender I have seen on one of the ex J & A Brown RODs here in Australia. So being devoid of water pick up apparatus it appears as though the tender as modelled would best be used in LNER days with an ROD. I propose to make my tender one with water pick up apparatus. A wonderful lost wax brass casting ship's wheel for the front of the tender can be obtained from Alan Gibson. The classic fire iron bracket on the tender is faithfully modelled (I wouldn't mind a dozen of these for other GC tenders I have, not to mention two for each tank loco as they are a devil to make strong enough so they don't break!)

To me the smokebox door is the face of a locomotive and it is important to get the details correct. What might appear quite minor in this regard can significantly spoil the effect. In this case the handrail around the smokebox front has a too angular turn from the horizontal. It lacks the gentle sweeping curve as it turns upwards. This can be rectified by removing the handrail and re-shaping it to correct this. Maybe this is not for the faint hearted but it can be done and will gain you a little extra side length which can be fitted into holes drilled in the cab front to provide a firm location which, as Graeme points out, is lacking.

In addition to the potential for variations covered in Graeme's article, because of the ease of removal of boiler and cab, this model lends itself to other variations such as those with Great Northern O2 boilers although this would require lengthening of the frames at the cab end. Personally I would like an O5 (or 8M) but these had the footplate the same width from the cylinders to the rear of the cab. It would make for an interesting variation however.

It will be interesting to see what other GC/LNER versions Bachmann might produce in the future.



Bachmann have already announced the launch of a GWR ROD. Features will include a new boiler, chimney, safety valve cover and bespoke 'westernised' parts. The models will be available as 31-127 BR Black Early Emblem, 31-128 BR Black Late Crest and 31-129 Great Western Green.



Graeme King's model of a class O1 2-8-0 made by modifying the Bachmann class O4 model.

photo: Graeme King



The LD&ECR station from the platform as depicted at the Clowne well dressing on 10 July 2010.

photo: Phil Whitehead



The Clowne (LD&ECR) station building from the disused trackbed on 3 Nov. 2004. The building, on Station Road, is now a bridal shop.

photo: Bob Gellatly

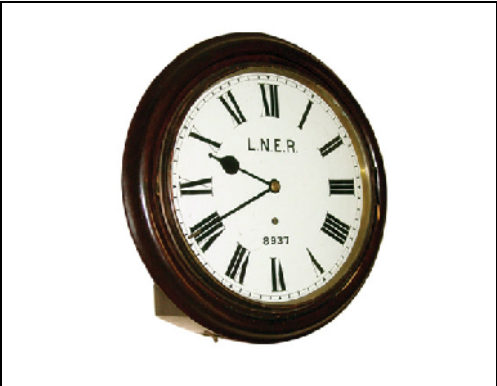


The refurbished Clipstone West Junction signal box on 18 May 2010. The paint scheme of a stone ground with Buckingham Green outlining is meant to replicate the pre-1912 Great Central style.
photo: Chris Booth

Items sold this year by Talisman Auctions



Guide Bridge refreshment rooms silver plated coffee spoon. Marked "G.C.R. G B" on the handle. Sold for **£100**.



GCR ebonised 12" roundhead wall clock with a non-fusee movement by Winterhalder & Hoffmeier. The dial is re-written "LNER 8937". Sold for **£260**.



Two GCR brass Thunderer whistles. Sold for **£110**.



GCR timetables July 12th 1915. Sold for **£85**.



WM&CQ Railway cast iron trespass notice. Unrestored. Sold for **£320**.



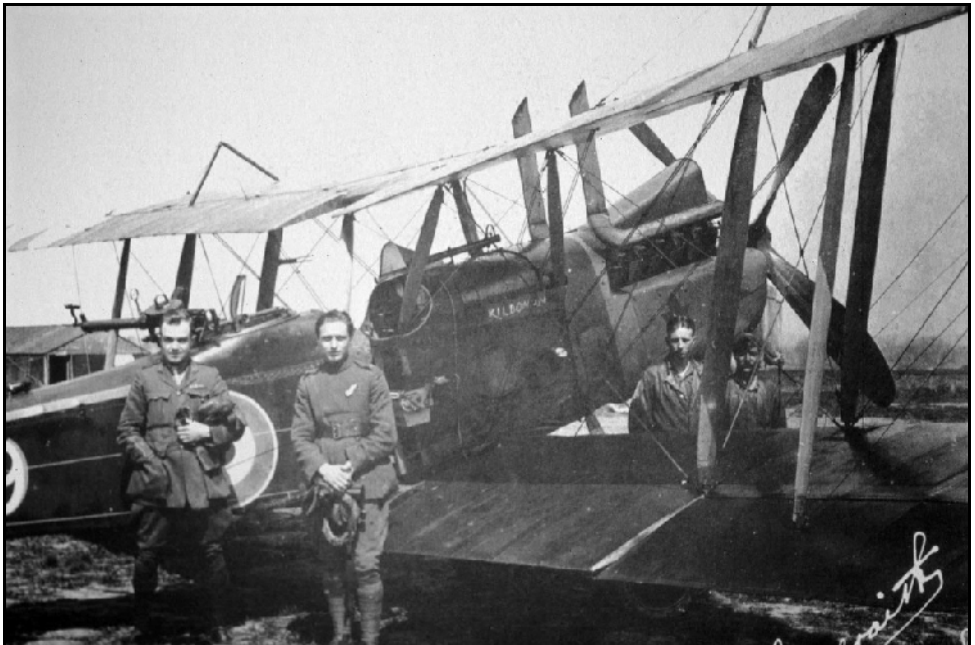
Oval brass equipment plate carried by one of the class EMI Bo-Bo locos used on the Woodhead route. Sold for **£320**.

Great Central Railway Great War Heroes Part 4 – "Per Ardua ad Astra" by Ken Grainger

A review of those former GC employees who died whilst serving as airmen.

Aerial warfare came of age in the Great War. In 1914, a few primitive flimsy contraptions on each side tried to ascertain the whereabouts of the other's forces and, if they met, perhaps their intrepid pilots might take pot shots at each other with a revolver or shotgun, or maybe they'd just exchange cheery waves as they went their respective ways. By the war's end, specialist 'scout' squadrons of single-seat fighters battled for mastery of the skies in order to give their own side's purpose-designed photo-reconnaissance planes and bombers the freedom to roam over the enemy lines; even the long range heavy bomber had arrived.

Given the tentative start to the aerial war, with the Royal Flying Corps' few aircraft for the most part being flown by pre-war enthusiasts - generally well-heeled and not infrequently devil-may-care eccentrics - it is hardly surprising that ex-Great Central casualties were comparatively few, or that there were none at all until Albert Honour, formerly a Staveley Town goods porter who had transferred from the Machine Gun Corps' 75th Battalion, crashed to earth as a Lewis-gunner in an RE8 of the RFC's 34th Squadron on February 15th, 1917. Since January 1917 the BE2c's replacement as the RFC's standard reconnaissance and artillery spotting two-seater was the 'Henry Tate'. Its steadiness and inherent stability made it the ideal plane for the job - unless it was spotted by enemy scouts, when those same qualities made it a sitting duck. After the Armistice, the bodies of Albert Honour and his pilot were reburied in the Crucifix Corner Cemetery, Villers Bretonneux.

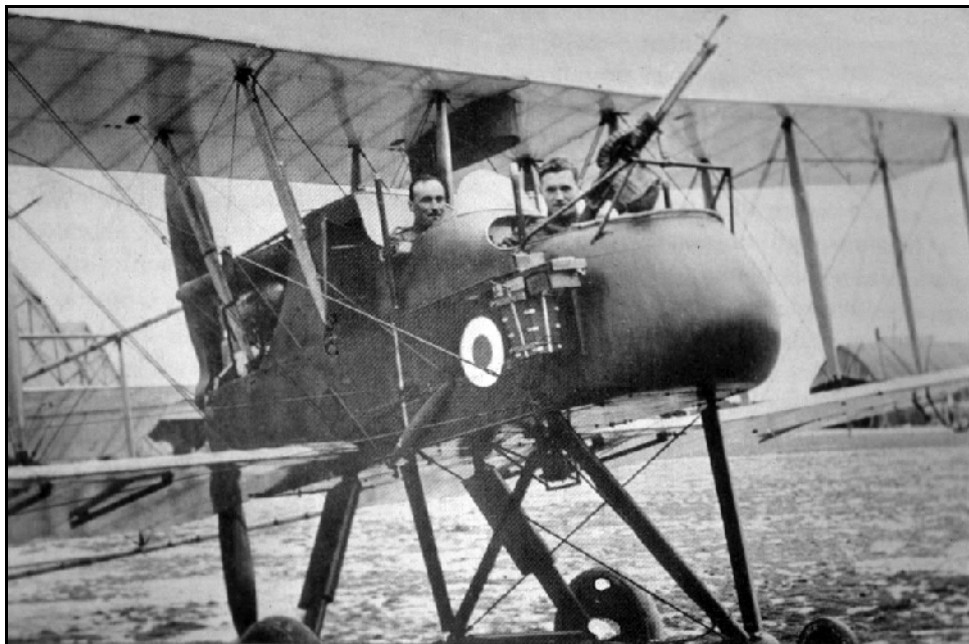


The 'Harry Tate' RE8 was the RFC's standard artillery spotter from early 1917 until the end of the war. Albert Honour would have occupied the rear cockpit, equipped with a Lewis machine gun mounted on a Scarff ring.

Albert Honour died in the lead up to 'Bloody April' when, in the prelude to and then in support of the April 1917 Battle of Arras, the RFC incurred heavy casualties at a time when, in the technological game of leap-frog which continued throughout the war, the

Germans had the upper hand with their latest Albatross scouts. The Great Central's contribution to 'Bloody April' was 2nd Lieutenant Charles Gustave Rochefort (!!)

Mackintosh, who died on April 5th and who was reburied after the Armistice in the Vaulx Hill Cemetery, north-east of Bapaume. Charles Mackintosh had formerly been with the Great Central-owned travel agency, Dean and Dawson of London, and at 38 was older than most Great War airmen. He was flying an 18th Squadron FE2b, a spindly rear-engined "pusher" (which allowed its gunner unrestricted forward fire, before we had learned Anthony Fokker's secret of firing through the propeller-arc) which, as a fighter, had played a major part in ending the "Fokker scourge" and securing command of the skies above the Somme in 1916, but by April 1917 had been downgraded to less demanding duties.



An FE2b of 18th Squadron - it could even be Charles Mackintosh's aircraft. The exposed gunner's position is apparent, plus the 'C' type camera mounted for photographic reconnaissance.

Flying itself was hazardous enough in those days. Ex-Gorton Works' 21 year-old Lieutenant Eric C.J.Elliott, originally from Clapham, died in a flying accident on November 22nd, 1917, when the 27th Squadron DH4 light bomber in which he was flying as observer crashed, though his pilot, 2nd Lieutenant H.Townsend, survived his injuries. Eric Elliott lies in the Aubigny Communal Cemetery Extension, north-west of Arras. Whether the fact that the squadron had only recently converted to DH4s from Martinsydes was an element in the accident we shall never know.

A Rolls Royce Eagle engined DH4 was also the plane in which 57th Squadron's former Gorton Works Apprentice Fitter, 20 year-old 2nd Lieutenant John T.Orrell from Fairfield, was killed in action on December 2nd, 1917. After the Armistice his body was reclaimed from a German cemetery and reburied in the Harlebeke New British Cemetery, east of Ypres. Yet another from Gorton Works, former Lancashire Fusilier 2nd Lieutenant F.J.H.Livingstone, didn't even make it through training to squadron service. He died on Saturday, January 12th, 1918, and is buried in Gainsborough's General Cemetery. There was to be just one more RFC ex-Great Central casualty before the Royal Flying Corps was vested in the fledgling Royal Air Force on April 1st, 1918. That was 22 year-old

Lieutenant G.W.Croft of Grimsby Road, Cleethorpes, formerly a clerk at Grimsby Docks station, who died on Saturday, February 16th, 1918 and lies in Ham British Cemetery, south-west of St. Quentin. He was in a Bristol F2b fighter, revolutionary for its time, which his 48th Squadron was the first to pioneer in service.

The first RAF ex-Great Central casualty was Lieutenant F.Hopkins, formerly a clerk in the Chief Goods Manager's Dept. at Sheffield. He was with 108th Squadron, which took its DH9 day bombers to Capelle, Dunkirk in July, 1918, to attack targets in north-west Belgium. Lieutenant Hopkins died on October 1st, 1918, but had to wait until after the Armistice to be finally laid to rest in the Harlebeke New British Cemetery, east of Ypres. Former Nottingham Goods clerk, 23 year-old 2nd Lieutenant Oliver Price from Ruddington, died on November 4th, 1918, just one week before the Armistice, and was buried in Valenciennes (St. Roch) Communal Cemetery. He was a fighter pilot in the 'crack' 56th Squadron, which at various times boasted such aces as Albert Ball, Rhys David and James McCudden, and whose single-seat SE5A fighters had accounted for no less than 427 enemy aircraft by the war's end.

There was still to be one more fatality before the Armistice; James Tugwood, an 18 year-old cadet at the RAF's No. 2 School of Observers, who died on November 8th, 1918 and was laid to rest at home, in St. Mary Magdalene Churchyard, Helmdon, but the Armistice was not an end to the dying. Air Mechanic (3rd Class) J.W.Summers of Somerset Road, Doncaster (formerly with the GC's Traffic Department at Hexthorpe), a Wireless Operator with 35th Squadron, died on November 13th in hospital at Rouen - whether from injury or illness is not known - and lies in the huge St. Sever Cemetery Extension.



The Airco DH4 light day bomber was introduced to RFC squadron service in March, 1917. It was in aircraft such as this that John Orrell and Eric Elliott both died.

112th Squadron was only formed in July 1917 as a fighter squadron for home defence against marauding German Gotha bombers - a foretaste of 'the blitz' of twenty-odd years later. Initially flying Sopwith Pups, from March 1918 112th Squadron was re-equipped with Sopwith Camels, nippy and supremely manoeuvrable, but unforgiving.

Even in experienced hands the Camel's tight turns could quickly transform into an uncontrollable spin; perhaps that is what happened when ex-Stalybridge clerk Lieutenant Sam Davison, a holder of the Distinguished Conduct Medal, was killed on November 30th, 1918. Sam Davison was laid to rest in Manchester's Gorton Cemetery, in contrast to the last airman to be commemorated on the Great Central Memorial, who completed the complement far from home on April 12th, 1919. 20 year-old Sergeant Cyril Levi from Dodworth Street, Mexborough, and formerly of Mexborough Loco., died serving at the RAF Observer's School in Egypt, and lies in the Cairo War Memorial Cemetery.

At the going down of the sun, and in the morning, we will remember them.



F.Hopkins



J.T.Orrell



Talisman Auctions

Ambergate House, Screveton, Notts, NG13 8JL

telephone / fax 01949 21105

e-mail: info@talismanauctions.com

www.talismanauctions.com

next auction

Telephone auction in November 2010

'Flying Scotsman' by E.S.P. Rawstron

A note from p205 of The Railway Observer (August 1952) submitted by Dave Arnold

It is seldom the custom of Leicester shed to roster a regular engine for one turn, and cynics might well say this is natural at a shed where the engines do not run regularly! Be that as it may, it is a fact that one engine has twice in recent time been selected for such work since it was posted to Leicester (GC) in the spring of 1950. This is none other than 60103 'Flying Scotsman'. Arriving at Leicester after a recent shopping, this A3 was soon allocated to the 'South Yorkshireman' which it handled daily between Leicester and Marylebone during the summer months of 1950. Unfortunately GC shed maintenance was at a very low ebb during this period, and one or two observers remarked ruefully that the 'South Yorkshireman' was no more punctual behind its new and distinguished steed than it had been hitherto. There was even one melancholy occasion (happily not witnessed by the late Sir Nigel Gresley or Driver Bill Sparshatt) when 60103 was discovered abandoned in the filthiest condition in Lutterworth siding.

A more cheerful sequel has now come to pass, however. After a further shopping at Doncaster this spring, 60103 has again been put in regular charge of the 'South Yorkshireman' for the summer and some thoroughly lively runs have been coming off. Time-keeping has been the best for many a day, and the down train has logged a handful of early arrivals at Leicester Central. The summer loading is 11 cars and p.w.checks are still fairly common. The engine's tender and the sides of her boiler are often positively clean (BR Green), and when the youngsters at Leicester shed grow a bit taller they will no doubt be able to clean the bit at the top of the barrel as well.

In short, the first British engine to reach a recorded speed of 100 m.p.h. has come fairly into her stride again, and it is only to be regretted that the Railway Executive has chosen this moment to decelerate the 'South Yorkshireman' by a few minutes, no doubt on the strength of the train's past couple of years' performance.



Sheffield Victoria station in the Spring of 1969. Preserved 'Flying Scotsman' runs light engine through the station in preparation for taking over a special train. Could it be one of the Flying Scotsman Enterprises "Mystery Tours"?
photo: Flickr/'loose_grip_99'

On Great Central lines today

by Kim Collinson

At the end of April and the beginning of May each weekend saw East Midland Trains and Cross Country Services between Leeds and Sheffield and return diverted via Barnsley due to engineering work at Hare Park. This brought the appearance of HST sets through Barnsley, an example being on Sunday 9th May when 254043 and 254072 passed through at 10:46 working the 10:00 Leeds-St.Pancras service.

During April and May, due to the failure of the Tinsley 350hp diesel shunter, class 60 loco 60011 has been deputising and on the evening of the 12th May the evening freight to Immingham departed Tinsley worked by another class 60, this being 60049.

On the 24th May a Network Rail test train from York to Skegness worked over the Deepcar branch and was observed at Deepcar Station from 11:40 to 11:45 push and pulled by DRS 37423 with test coach 975025 named *Caroline*. On the 11th May Welbeck Colliery closed and some of the final workings reported were on the 7th when 66096 worked into the colliery from Ferrybridge and 66119 worked the 13:06 to Daw Mill colliery with coal for blending. A few trains will continue for another month or so to remove stockpiled coal before the branch closes completely. This will also cast doubt over the future of Clipstone West box which will be reduced to just a block post. The closure of the branch to Welbeck through Meden Vale now means that there are no more colliery branches open on former GC or Joint Lines apart from the short branch from Thoresby Colliery Junction to Thoresby Colliery.

Better news on coal movements is the new flow of coal slurry from Maltby Colliery to Immingham which commenced on the 25th May when 66724 departed at 02:59 hauling 21 JNA wagons. The first return working was on the 31st May when 66728 arrived in the colliery at 07:40. Sunday the 18th April saw 66039 work a train of new sleepers from Doncaster to Dodworth for track relaying work but due to the collapse of the rail infrastructure firm Jarvis the work has now been suspended with a large amount of new rails and sleepers stored by the lineside between Dodworth and Summer Lane.

The 20th April saw 70003 work a test train of MGR hoppers to and from Immingham, the first visit of a class 70 loco to this part of the GC. May 5th saw another working of new Underground stock from Ashfordby to Amersham worked by no less than four class 20 locos these being 20142/20189 and 20901/20905. Saturday 10th July a Leicester to Carlisle excursion ran via Barnsley departing at 08:00 and top and tailed by 47712 and 47501. Each Friday from the 23rd July to the 10th September a return steam hauled excursion runs from Crewe to Scarborough and return bringing the regular appearance of steam traction through Guide Bridge, the first working on the 23rd was hauled by 46201 *Princess Elizabeth*.

*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.*

Northolt Junction

According to issue 232 of the e-magazine *Railway Herald* (26 July 2010) local planning approval has been given for the remodelling of Northolt Junction to allow 100mph running of trains to and from Marylebone. A new westbound line will be constructed to avoid the present fly-under. This work is part of Chiltern Railways 'Evergreen 3' project.



Activity on the High Marnham Rail Vehicle Developments Centre. On 25th February, 2010, two track ballasting trains, 66099 on 6H90 (on right) and 66176 on 6H91 (on left), were at the site of the former Ollerton Colliery sidings, which are now severed from the main line.

photo: Chris Booth



The Freightliner intermodal service that began on 17th November 2009, the 4E83 00:27 Felixstowe to Doncaster, is being routed via the South Yorkshire Joint Line. This is booked to pass Maltby at 05:37. In this shot, taken on 21st May 2010, the train is passing Maltby Colliery South signal box, slightly late at 05:55, hauled by 66516.

photo: Chris Booth

Robinson Locomotives at Work in Ireland by George Huxley

Locomotives built for the Waterford and Limerick Railway (later, the Waterford, Limerick and Western Railway) when J.G. Robinson was Locomotive Superintendent at Limerick (1888-1900) have been well described in recent publications. For example; see chapter 15 and appendices B and C of *The Waterford, Limerick & Western Railway* by Ernest Shepherd (Ian Allan 2006); chapter 2 and appendix 1 of *J.G. Robinson. A Lifetime's Work* by David Jackson (Oakwood Press 1996); chapter 9 of *The Waterford and Limerick Railway* by C.E.J. Fryer (Oakwood Press 2000); and for those engines surviving into the time of the Great Southern Railways see *Locomotives of the GSR.* by Jeremy Clements and Michael McMahon (Colourpoint Books 2008). (In 1900 the WL&WR became part of the Great Southern and Western Railway; in 1924 the latter was amalgamated into the Great Southern Railways.)



Less, however, has been written about the performance of Robinson locomotives in Ireland. The purpose of this note is to draw attention to the testimony, perhaps not known to many members of the GCR Society, to be found in *Engines and Men. Irish Railways: a View from the Footplate* by Jack O'Neill, which was published by the Rectory Press, Portlaw, Co. Waterford in 2005 (ISBN 1903698162). The book is a vivid and invaluable account of enginemen and train working in steam days under the GSR and CIÉ. Mr O'Neill has, in particular, instructive remarks upon the Robinson Class 222 (J25) 0-6-0 goods locomotives. They worked between Tuam, Limerick, and Waterford. The author praises their ample cabs, sturdy construction, and smooth running. He remarks upon their use in light passenger work: "... they were a very fast engine and could skip along on a cut-off of 15% to 20% on the lightly graded Waterford to Limerick route" (p.26).

Also praised are the Robinson Class 290 (J3) 2-4-0s. Again Robinson's attention to the comfort of the crew is recognised. Mr O'Neill describes 2-4-0 no.290 shunting in 1948 at Enniscorthy. "She amazed me with her burst of speed as she banged wagons into the loading banks; her acceleration had to be seen to be believed". He remarks that on passenger work between Waterford and Macmine Jct. no.290 ran steadily, even more steadily than the 4-4-0s employed on the line. "She steamed effortlessly though she was a trifle heavy on water. The 1 in 60 banks, a feature of this line, proved no obstacle to her as she climbed them at a cracking speed with the usual loading for these trains which was 120 tons" (p.43).

Of 0-6-0 no.222 Clements and McMahon (p.91) observe: "No. 222 was a machine of distinction. It was provided from new with a Belpaire boiler, being the first Robinson engine and the first broad gauge Irish railway locomotive to carry this feature. Further, it was the first locomotive to be adorned with the characteristically graceful chimney which was to become the Robinson trademark". The two authors write of Class 290 (Class 276 in their classification) that the survival of four of the class until well after World War II was remarkable. Originally there were eight locomotives designed for express passenger work. They ran fast. E.L. Ahrons on p.35 of volume 6 of *Locomotive and Train Working in the Latter part of the Nineteenth Century* (Cambridge, Heffer reprint 1954) reported a maximum speed of 64 mph with no.48 (later no.293) *Cranston* going down the bank into Cahir.

It is hoped that these excerpts will prompt some members of the Society to read Jack O'Neill's fine book of reminiscence. The telephone number of the Rectory Press is 00353-51-347186.

Editor's note: Jack O'Neill's book is at present unavailable from Amazon and no copies can be found on book search engines such as www.abebooks.co.uk.

Arrivals on the bookshelf

"Locomotives of the GSR" by Jeremy Clements & Michael McMahon.

Published by Colourpoint Books, 2008.

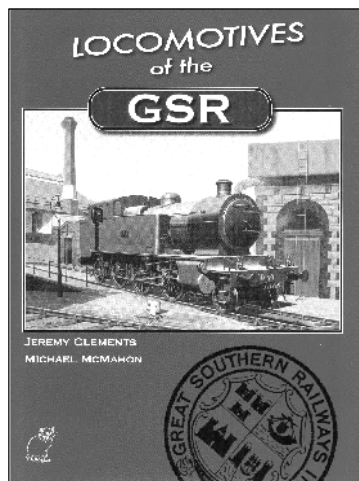
Hardback with 384 pages. 377 b&w and 4 colour photos.

ISBN: 9781904242268

Cover price £35.00

www.colourpoint.co.uk

At first sight it might seem odd that two Irish books should be the subject of reviews in *Forward*. The first of them is another in the series of locomotive studies by this enterprising publisher. It is the third in the series, the previous two having dealt with the Great Northern Railway of Ireland and the LMS Northern Counties Committee. The present book is far and away the largest of the three, but by no means as comprehensive. The Great Southern Railway came into existence in 1924 and amalgamated all those railways which operated entirely within Eire. It might roughly be compared with the big four in the UK. In the northern counties there was no grouping as such. The LMS was, *de facto*, dominant, but there was the Belfast & County Down too. Then there were the cross border lines of which the GNRI was by far the largest.



The companies which were amalgamated to form the GSR were the Great Southern & Western, the Dublin & South Eastern, the Cork, Bandon & South Coast, the Midland Great Western and an assortment of minor and narrow gauge companies. Introductory chapters set out the difficult history of the GSR (under the title "Twenty Difficult Years"), motive power development and classes, numbers and names. The following five chapters detail the various types of locomotives absorbed from the amalgamated companies. The book does not deal with those types which disappeared before 1924 – hence the qualification about the book not being as comprehensive as its predecessors. Then follow four chapters on the locomotives of the transitional period (which includes Maunsell's Woolwich moguls), the pure GSR type, tenders, other motive power, the fuel saga and the aftermath. (It is worth bearing in mind that if the UK railways faced extraordinary problems during World War II, the railways of Eire, a neutral nation, faced an entirely different but equally crippling problem in sourcing fuel.) Each class and its history is described and analysed with the customary tables of class members and technical data. The classes and variants are comprehensively illustrated. There are appendices which deal with technical matters and which put the locomotives into a commercial context. The text is supported by a comprehensive bibliography.

It is an expensive book, and one for those whose particular passion is either locomotive history in general or Irish railway history. For GCRS members the interest lies in chapter 4. In 1901 the GS&WR absorbed the Waterford, Limerick & Western Railway. In doing so it inherited:

- 4 × class 222 (J25) 0-6-0
- 4 × class 235 (J22) 0-6-0
- 4 × class 269 (C5) 4-4-2T
- 4 × class 276 (G3) 2-4-0
- 1 × class 279 (E1) 0-4-4T
- 1 × class 295 (E2) 0-4-4T
- 3 × class 296 (D15) 4-4-0

All of these were to the designs of one John George Robinson during his time as locomotive superintendent at Limerick. (Two more of the 222 engines came via the MGWR as class 234 (J17) – the WL&WR had been unable to pay for them.)

"Locomotive Compendium Ireland" by Colin Boocock.

Published by Ian Allan Publishing, 2009.

Hardback with 128 pages. 136 b&w and 75 colour photos.

ISBN: 9780711033603

Cover price £19.99

www.ianallanpublishing.com

The second book is a very different product. In many ways it takes up where the GSR book finishes. In 1945 the GSR was nationalised and became Córas Iompair Éireann now Iarnród Éireann. In 1948 the NCC became part of British Railways and in 1949 was passed to the Ulster Transport Authority, now Northern Ireland Railways. The cross-border railways were progressively absorbed by both national rail bodies.

The plan of the book is to take each railway in turn working from south to north. Each locomotive class is given a page. There is a brief history of the class, a basic table of data and illustrations of each class and variant. There are also brief histories of each railway with maps of the systems. There is an index and a useful bibliography. The author's aim is to cover the whole of Ireland's public main line railway

locomotives since 1949. It is a compendium, not a definitive history. Nonetheless, it is an essential reference tool bringing Irish locomotive history up to date. For GCRS members, the D15, C5, J25, E1, E2, G3 and J17 classes all have entries, albeit abbreviated.

Both books are highly recommended.

Andrew West

"The Chiltern Railways Story" by Hugh Jones.

Published by The History Press, 2010.

Paperback with 192 pages.

ISBN: 9780752454542

Cover price £17.99

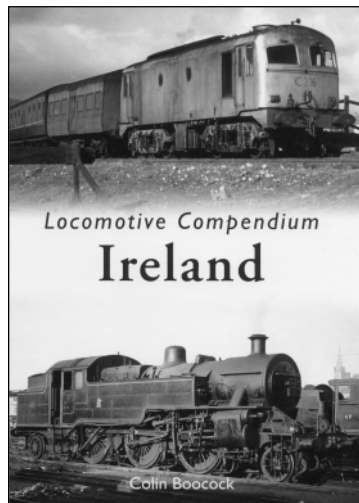
www.thehistorypress.co.uk

The story of the most successful of Britain's new private railway companies is one of successful business despite the odds. Formed in 1996 after the privatisation of British Rail, this is a modern railway history, and one which reveals the secrets behind running a good public transport service.

Combining the company history, a tale of ups and downs and battles to fund expansion, with the railway fleet itself and the personal recollections of many Chiltern's key personnel, directors, managers, planners, drivers and customers, this fascinating book explains what Chiltern Railways means to so many.

Incorporating previously unpublished images from the Chiltern archives, this history looks at significant events in the company's history including the 2005 Gerards Cross tunnel collapse. *The Chiltern Railways Story* celebrates the past and present success of the railway company as well as its ambitious plans for the future.

Publisher's information



Model railway exhibition diary

Some events that may interest our readers

Sat 11th Sept: Northolt MRC at Northolt Community Centre, Ealing Road, Northolt.
www.northolt-mrc.org.uk

Sat 11th Sept: Romiley Methodist Railway Modellers at Romiley Methodist Church, Hill Street, Romiley, Stockport. www.rmrm.urwick.co.uk

Sat 11th & Sun 12th Sept: Glossop & District Model Railway Club at Bradbury Community House, Market Street, Glossop, Derbyshire.

Sun 19th Sept: Hinckley Model Railway Exhibition at Ashby Road Sports Club, Hangmans Lane, Hinckley, Leicestershire. www.hinckleytoyfairs.webs.com

Sat 25th & Sun 26th Sept: Southport MRC at Birkdale High School, Windy Harbour Road, Southport. www.southportmodelrailway.org.uk

Sat 25th & Sun 26th Sept: Soar Valley MRC at Garendon High School, Thorpe Hill, Loughborough, Leicestershire. www.svmrc.co.uk

Sun 26th Sept: Banbury & District MRC at Banbury School, Ruskin Road, Banbury, Oxfordshire.

Sat 2nd & Sun 3rd Oct: Manchester MRS at The Armitage Centre, Moseley Road, Fallowfield, Manchester. www.mmrs.org.uk

Sat 2nd & Sun 3rd Oct: Mickleover MRG at the Community Centre, Uttoxeter Road, Mickleover, Derby. www.mmrg.org.uk

Sat 9th Oct: Sheffield MRS at Davy United Social Club, Prince of Wales Road, Sheffield. www.sheffield-mrs.com

Sat 9th & Sun 10th Oct: Elizabethan Railway Society at Summit Centre, Pavilion Road, Kirkby-in-Ashfield, Notts. www.elizabethanrailwaysociety.4t.com

Sat 16th & Sun 17th Oct: Wirksworth Model Railway Exhibition at the Town Hall, Parish Rooms and Memorial Hall, Wirksworth, Derbyshire. <http://www.e-v-r.com/ticketing/events10.htm>

Sat 16th & Sun 17th Oct: Warners Group Publications. The National Festival of Railway Modelling at the East of England Showground, Oundle Road, Peterborough. www.warnersgroup.co.uk

Sat 6th Nov: Braunstone Model Railway Show at St Peter's Church, Woodshawe Rise, Leicester. www.stpetersbraunstone.org.uk/?p=407

Sat 6th Nov: Woodthorpe MRC at Sherwood Community Centre, Mansfield Road, Sherwood, Nottingham. www.woodthorpemrc.org.uk

Sat 6th & Sun 7th Nov: Barnsley MRC at Kingstone School, Broadway, Barnsley. www.barnsleymrc.org.uk

Sat 20th & Sun 21st Nov: Warley MRC at NEC, Birmingham. www.thewarleyshow.co.uk

Sat 20th & Sun 21st Nov: Bassetlaw (North Notts) Railway Society at Town Hall, Market Square, Retford, Notts. www.bnnrs.net

The Gainsborough Model Railway (at Florence Terrace, Gainsborough) is open to the public on

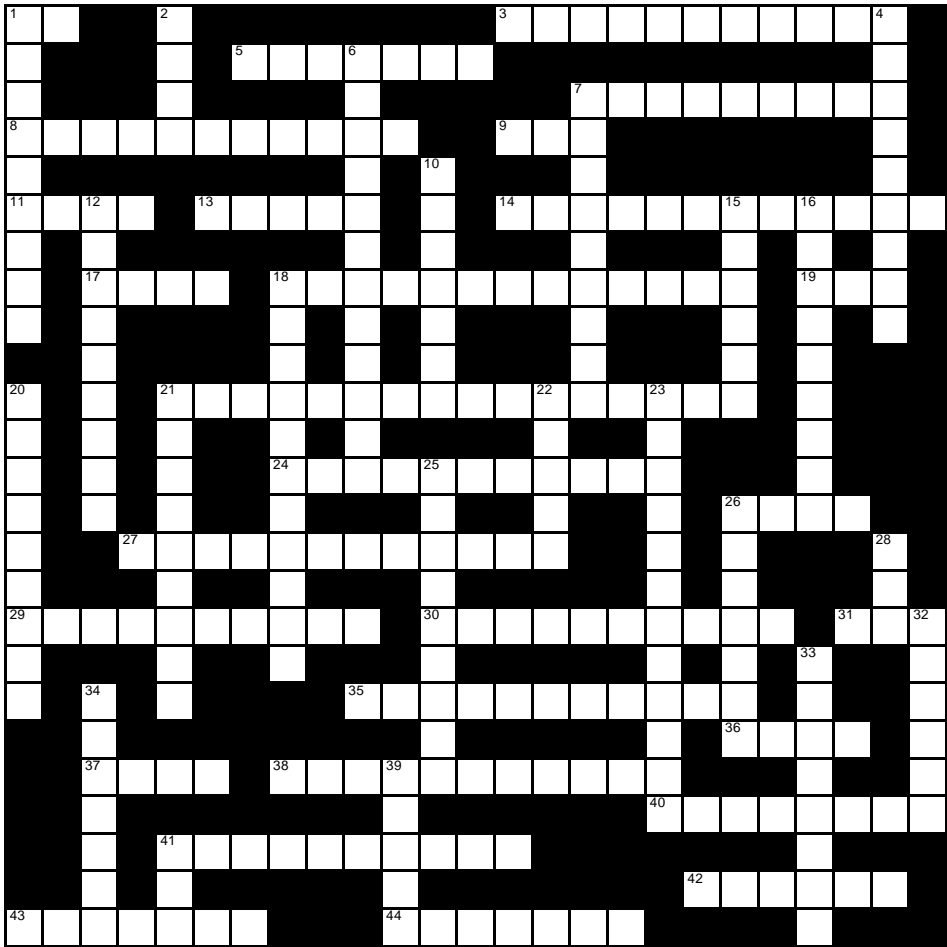
Sun 10th Oct (1.30pm-6.00pm)

Sun 12th Dec (1.30pm-6.00pm)

Mon 27th Dec (1.30pm-6.00pm)

More information at www.gainsboroughmodelrailway.co.uk

Crossword (*Forward 165*) : Answers in the back of this issue.



Across

- 1 Saturdays only. (2)
- 3 Home of the now closed 'Earth Centre'. (11)
- 5 The process of bringing a railway service to an end. (7)
- 7 Used by the driver of a steam engine to control the flow of steam into the main steam pipe. (9)
- 8 61600. (11)
- 9 Rock from which metal can be obtained. (3)
- 11 Another term for the dirt found mixed with coal in the tender. (4)
- 13 Between jobs. (5)
- 14 Home of the Buckinghamshire Railway Centre. (8,4)
- 17 Destination for ships. (4)
- 18 Transmits the motion of the piston to the driving wheels. (10,3)
- 19 Sir Nigel Gresley was one of these. (3)
- 21 Maps produced by the Railway Clearing House. (8,8)
- 24 L&NWR. (7,4)

- 26** Robinson's O4 nickname. (4)
- 27** Inspired by the Eiffel Tower. (7,5)
- 29** 1960s colliery once connected to the LD&ECR. (10)
- 30** Position held by Dick Hardy. (10)
- 31** Modern control system for model railways. (3)
- 35** Name removed in 1923. (5,6)
- 36** Long implement used for breaking up the fire in the 'box. (4)
- 37** Commodity carried by trains from Park Royal. (4)
- 38** A loco that can lift. (5,6)
- 40** Southern end of The Five Pits Trail. (8)
- 41** Railway works that built the LNER batch of class A5 tanks. (10)
- 42** A devout GC junction. (6)
- 43** Type of metal plate now to be found on the preserved 63601. (7)
- 44** Non-platform tracks used by trains that don't stop at a station. (7)

Down

- 1** Born in Hamble, Hampshire. (3,3,3)
- 2** Cricketing term and CLC station. (4)
- 4** The cause of boiler scale in Annesley locos. (4,5)
- 6** Used to keep the dust down in the loco cab. (8,4)
- 7** A wall with only one side visible (9)
- 10** Driver's mate. (7)
- 12** The reason for foreign locos visiting Neasden shed. (3,6)
- 15** Instructions given by a superior. (6)
- 16** Yard roads used by arrivals. (9)
- 18** Used to derail vehicles running in the wrong direction. (5,6)
- 20** Name carried by the first Thompson B1. (9)
- 21** Early compiler of railway maps used by the RCH. (4,5)
- 22** A metal made from more than one constituent. (5)
- 23** GC station named after a Roman road. (6,6)
- 25** Traffic from Charwelton. (9)
- 26** Type of boiler that was narrower at the front end than at the firebox end. (7)
- 28** Manchester Ship Canal. (3)
- 32** Measured as a percentage. (6)
- 33** Junction at the southern end of the GW&GC Joint. (8)
- 34** A classification depending on minor variations. (3,4)
- 39** "----- Mail" by W.H.Auden. (5)
- 41** Diesel multiple unit. (3)



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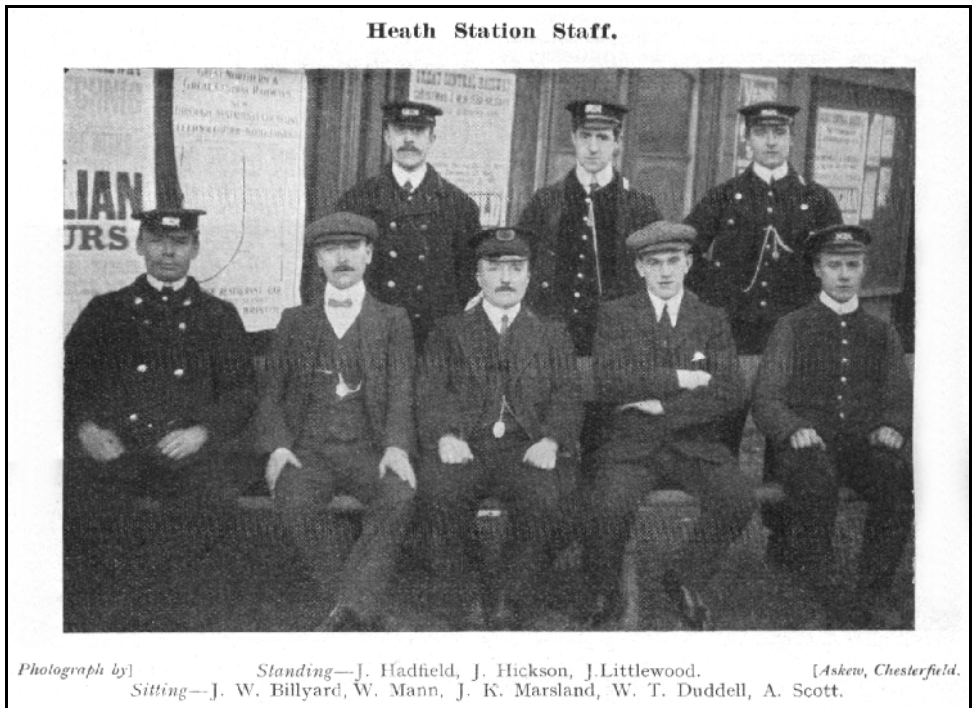
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Station staff at Heath in 1911

by Dave Arnold

In 2007 I was wise (or reckless) enough to buy an incomplete set of bound volumes of the *Great Central Railway Journal* in a clearance sale catalogue from Robert Humm. They are in less than perfect external condition but the contents are like gold to a GC enthusiast.

My specific interest in the GC is to do with Heath station, as it was the scene of many of my childhood memories of railways as I crossed the line, by the road bridge of course, on my daily trips to school. You will imagine my delight when I reached page 306 of the May 1911 issue, and there at the foot of the page was the station master and the staff of Heath Station staring back at me. The photo was credited to Askew of Chesterfield. The photo is not dated but would have to be fairly contemporary to the Census date, which was Sunday 2nd April 1911.



In 2009, on a family history quest, I signed up for access to the 1911 Census records. I decided also to make a quick examination to see if I could find the people on the station staff photo. I thought *Forward* readers might be interested in the results of this search, which has been supplemented by trawls through the staff changes listings in the *Journals*.

The station master (front row centre) is James Kinder Marsland, who transferred to Heath from Levenshulme Goods according to an earlier entry in the September 1905 *GCR Journal*. He replaced George Huxtable, who had transferred to Chesterfield Central as station master. Mr Marsland lived in the station master's house, the census address shown as Station Road, Holmewood, which was later to become better known as Devonshire Terrace with the building of the mining village of Holmewood. He lived with his wife of 13 years, Ethel Josephine. Marsland was born at Mottram in Longdendale, Cheshire whilst his wife came from Bollington.

On the opposite side of the main line, behind the station, is a row of cottages known variously as Railway Cottages, Central Cottages and now as Railway Terrace. I believe that these were built by the MS&L around the time of the construction of the main line, as the nearest village was Heath. There is still research to be done here however. The last time I was able to get there and take a photo, there was one cottage that appeared probably still largely as built, except of course for the TV aerial mast. What I found interesting in the search of the 1911 Census is that the Railway Cottages were not just occupied by railway staff and their families, but that a number of families also gave lodging.

At the extreme left front of the photo is porter John William Billyard, aged 20. At the time of the census he was shown at his parents' address in Nottinghamshire. I speculate that he must have travelled daily to his job as a porter at Heath. Also living at his home address was his younger brother Ernest, who was also a railway porter.

Only one census entry gives the actual house number on Railway Cottages, which was for George Faulkner, who lived at no.2. Faulkner was a 39 year old signalman, originating from Lincolnshire. No other details were shown for his household. With this as my only clue, I have assumed that the Census enumerator recorded details logically to identify who lived in which property. Only on this premise alone, I have determined that living in cottage no.1 was Harry Gibson, a 35 year old signalman from Whissendine, Rutland. He lived with his wife, two daughters and a son, and boarded Edward Berry, a 24 year old platelayer from Woodstock, Oxfordshire.

In cottage no.3, we find Anthony Scott (front right in our photo) who was a 17 year old station porter born in Little Longstone, Derby. He was boarding with the Speed family. George Speed was a foreman platelayer and, as well as his wife, a son and daughter, had two platelayers boarding with the family as well as Scott. The platelayers were Walter Barrs (aged 20 from Loddington, Leics) and John Ribbens (aged 19 from East Harling, Norfolk). One wonders if the sleeping arrangements were done on a shift system! At the extreme right of the photo is John Littlewood, a shunter aged 23, and born in Glossop. Littlewood lodged at no.4 with Arthur Hughes, his wife and two daughters. Hughes originated from Tinsley and must have been at Heath fairly soon after the line opened, as his eldest daughter, who was aged 15, was born locally. Also lodging there was Ernest Elvidge who was employed as a shunter. Arthur Hughes, aged 39, was a foreman platelayer, and also secretary and elected representative to Board F of the Sectional Conciliation Board. His correspondence address is shown in the Oct 1911 *Great Central Railway Journal* as no.4 Railway Cottages, so confirming the address.

As has been mentioned before (Ken Grainger's article on Herbert Ashton in *Forward 116* and latterly in *BackTrack* for October 2009) the Ashton family occupied one of these cottages (no.5 in our sequence and confirmed by Ken's article). Herbert was only 8 years old at the time of the 1911 Census. William Ashton was a signalman, at Heath Junction box. He and his wife had six children yet still found room to board two platelayers; Stephen Martyn, aged 26 and from Burton-on-Trent, and Francis Ward, aged 20 and shown as out of employment as a platelayer. William Thomas Duddell (2nd from right on the front row and not in uniform) was boarding at no.6 with Harold Whitlam, a signalman, his wife and niece. Duddell was aged 20 and a railway clerk born in Burton-on-Trent. He also shared the address with Robert Goodwin, a local man working as a clerk, probably at the nearby Hardwick Colliery.

In no.7 was George Kirman, a 31 year old signalman from Waltham Lincolnshire. He lived with his wife and one son. His wife was a local woman and they had been married for 3 years so we can assume he had been at Heath for at least that long even allowing for a short courtship! In the final cottage, no.8, was M. Abbott Charlesworth, a 29 year old signalman originating from Gildingwells, Yorkshire. He had also married a woman from the local area around 5 years previously and they had two small children.

J. Hickson had been reported as transferring to Heath from Staveley Town where he had been a porter, possibly to fill the porter's job vacated by Ernest Elvidge, who had taken up a shunter's post. Elvidge had presumably been successful in his application to fill the shoes of J. Kitchen, a shunter who transferred to Woodhouse. All of these changes were reported in the February 1911 *GCR Journal*. The man standing at the left is possibly James Hadfield from 37 North Road, Holmewood. At the time of the Census he was a surface colliery labourer who might have joined the railway soon after that date to be included in the photo. I haven't found any other likely match.

The elusive man on the photo is W. Mann. I have not been able to pinpoint him, although I had better luck with the photographer himself. There were quite a few Askews listed on my Chesterfield search results and it was then a case of narrowing down the results. After about five views I found Joseph Askew, a goods guard aged 29 who lodged at 31 Railway Cottages, Staveley. Maybe a man with a hobby? I searched again and there was John James Askew, a photographer of 173 Derby Road, Birdholme, Chesterfield. He also had his 14 year old son listed as a photographer's printer. That must be the man!



Today's Railway Terrace at Heath (the Railway Cottages of the 1911 Census). I wonder if any houses built today will look as good as this in a hundred years time.
photo: Dave Arnold

"Fish" Engine at Newby Hall

GCRS member Andrew Simpkin will be running his Great Central Railway "Fish" engine (class 8/B5 4-6-0) at the Newby Hall Gardens Railway on Saturdays 4th and 11th of September and Sunday 26th September. The engine is ten and a quarter inch gauge and is superbly engineered. Any society members attending these events should make themselves known to Andy.

Society Chairman, Mike Hartley, is awarding a prize for the best photograph taken of the "Fish" engine at Newby Hall. The winning photo will be published in the next issue of *Forward*.

Newby Hall is situated south of Ripon, North Yorkshire, and is well sign posted. It is only 2 miles from the Ripon exit of the A1. The post code for Newby Hall is HG4 5AE and further information about Newby Hall can be found at www.newbyhall.com.

Readers' Forum

from **Paul Armstrong, Southend-on-Sea, Essex**

Re. *Forward* 163 p10: Article 'The timetabling of L&NWR goods trains over GCR to Sheffield' by David Wrottesley.

Given the recent interest in the L&NWR branch in Sheffield I thought readers may be interested to know that at a recent railwayana auction I had the chance to examine a L&NWR WTT for their North Eastern Division for February 1909. I took a photo of the page showing trains running from Manchester to Sheffield via Woodhead (see below).

L. & N. W. Trains between London Road, Guide Bridge, and Sheffield.										
STATIONS.	1	2	3	4	5					
	9.15 p.m. Liverpool to Sheffield.	8.40 p.m. from Bushbury.	1.40 a.m. from Edgeley.	10.40 p.m. from Bushbury.	6.30 a.m. from Ordsall Lane.					
						6	7	8	9	10
									To Bushbury.	To Liverpool.
	p.m.	a.m.	a.m.	a.m.	a.m.				p.m.	p.m.
Ordsall Lane .....dep	11 45	...	...	...	...	Sheffield (City) .....dep	...	...	9 20	10 0
London Road .....pass	11 50	...	...	...	...	" (Sunnery Jc.)arr	...	...	9 25	10 5
Ardwick .....dep	12 15	...	...	...	...	" .....dep	...	...	9 37	10 22
Stockport .....dep	12 15	...	...	...	...	" (Woodburn Jc.)ar	...	...	9 40	10 25
Guide Bridge (G. C.)...arr	12 15	...	...	...	...	" .....dep	...	...	9 45	10 30
"dep	12 15	...	...	...	...	" (Passenger)	...	...	...	...
"dep	12 15	...	...	...	...	Sheffield (Bridgehouses)ar	...	...	...	...
"dep	12 15	...	...	...	...	" .....dep	...	...	...	...
Woodhead .....dep	12 50	...	...	...	...	Sheffield (Harvest Lane),	...	...	...	...
"dep	12 58	...	...	...	...	Penistone .....arr	...	...	10 55	...
Dunford .....arr	1 15	...	...	...	...	" .....dep	...	...	10 58	11 30
Penistone .....arr	1 15	...	...	...	...	Woodhead .....arr	...	...	11 01	11 38
Neepsend .....arr	1 15	...	...	...	...	" .....dep	...	...	...	...
"dep	...	...	...	...	...	Dinting .....arr	...	...	11 38	11 15
Sheffield No. 2 (Har. Lane)	...	...	...	...	...	Guide Bridge (G. C.) arr	...	...	1 0	...
"dep	...	...	...	...	...	Heaton Norris .....arr	...	...	1 10	...
Sheffield (Bridgehouses)ar	...	...	...	...	...	" .....dep	...	...	1 15	...
"dep	...	...	...	...	...	Stockport .....arr	...	...	12 33	...
" (Passenger) .....arr	...	...	...	...	...	Ardwick .....pass	...	...	12 35	...
Sheffield (Woodburn Jct.)	1 50	3 25	4 12	5 0	9 23	London Road .....arr	...	...	...	...
"dep	1 55	3 30	4 17	5 5	9 35	Ordsall Lane .....arr	...	...	...	...
Sheffield (City) .....arr	2 5	3 35	4 25	5 15	9 40					

Worked by L. & N. W. Engines throughout.
Nos. 1, 3, 9, and 10 carry Class "A" Lights over the G.C. Lines.

Arrivals at Sheffield (City) were from Liverpool at 2.05am, from Bushbury at 3.35am, from Edgeley at 4.25am, from Bushbury at 5.15am and from Ordsall Lane at 9.40am. Departures from Sheffield (City) were to Bushbury at 9.20pm and to Liverpool at 10.00pm.

from **Ken Grainger, Sheffield**

Re. *Forward* 164 p41/2: Letters on 'John G. Robinson and other locomotive artists - Part 2' by Ken Grainger.

I have been absolutely delighted to have been proved wrong in commencing the first part of 'John G. Robinson...' by bemoaning the apparent fall-off of interest in locomotive aesthetics: correspondence, both personal and via the *Forward's* Readers' Forum, proves that it is anything but the case. Pleasingly, the feedback received thus far indicates that railway enthusiasts (or at least those who read *Forward*) are broadly in accord about which locomotive types they like, if not necessarily which they like *best*. I go along completely with Robert Barker (*Forward* 164 p42) in his admiration for the 'Immingham' and 'Fish' engines and was most interested by his comments about the Brighton's Pacific tanks, *Abergavenny* and *Bessborough* - engines which I haven't specifically mentioned but which I agree were quite superb.



Class J2 no.326 'Bessborough' (built 1912) was the second of two 4-6-2Ts built by the LB&SCR at Brighton. It is seen here as SR class J2 no.2326. The original D.E.Marsh design, as used for class J1 no.325 'Abergavenny' (built 1910), had been modified by his successor, Robert Billinton.

photo: Rail Archive Stephenson/Photomatic

I am indebted to Charles Phillips (*Forward* 164 p41) for advising that work had actually started on Lawson Billinton's 4-6-0 tender version of his Baltic tank - I had no idea that things had got nearly that far. I shall look forward to seeing the artistic impression in Robin Barnes' book. If it isn't beautiful, I won't believe it! I have to stand by my preference for the Brighton 'L', but I consider all British Baltic tanks to have been magnificent. I quite understand Allan Sibley's (*Forward* 164 p41) preference for the 'Furness'; with their inside cylinders they were undoubtedly the daintiest and I described them as the "female of the species". Allan's point about their resemblance, with their deep front end framing, to Robinson's 'Coronation' tanks is well made, though (dare I say it?) I think Rutherford's' tanks were more attractive. To my eyes, with six coupled wheels crammed under the 11D 4-4-0 type boiler, Robinson's 9N/A5 Pacific tanks had a rather "bunched-up" look and, for all their other qualities, were not his most handsome. It really is all about proportions.

With his Great Northern allegiance, Allan's conceding that Robinson's were "the most elegant" Atlantics is generous. As he says, I hadn't mentioned Raven's class 'Z' - the North Eastern's engines crop up in the concluding Part 4, which might well appear elsewhere in this issue of *Forward*, but I'm afraid he will find I'm not an admirer of the North Eastern's later tender engines. However, I most certainly agree with Allan's description of the class Z/C7 - like Aspinall's Lancashire & Yorkshire engines, with a strong impression of height and length, they were imposingly elegant, but not beautiful.

My major issues with the North Eastern engines are running plate height (on later, larger designs) and disproportionately large side-window cabs. The latter applies particularly to smaller engine types, though I have to beg the understanding of locomen for a general preference for arc-sided rather than side-windowed cabs on locomotives from that era. On that subject, I hope Peter Green will forgive my pointing out that his otherwise splendid painting incorrectly has *Lord Faringdon* with a side-windowed cab.

And therein lies something of a mystery. The first two 9Ps, *Lord Faringdon* and *Earl Beatty*, had arc-sided cabs, then came *Valour* with a side-windowed cab. Inexplicably Gorton then reverted to an arc-sided cab for *Earl Haig* before completing the class with *Lloyd George* and *Lord Stuart of Wortley* - each of which had side-windows. Odd.

from John E. Pollard, Sutton-in-Ashfield, Notts

Re. *Forward 164* p18: Dick Hardy's response to 'The Pollard family railway history – Part 7' by John E. Pollard.

Having read Mr Hardy's comments at the end of my last article, I feel I must respond.

Everything I have written in my articles is the truth; I don't believe in fairy tales.

When I quoted the statement about "Windcutters" it wasn't a criticism of anything Mr Hardy had written. A lot of people refer to these trains as "Windcutters" whereas we called them "Runners" at Annesley. Mr Hardy is right in saying it wasn't him who got on our engine. I just said, "I wondered if our passenger was ...". If Mr Hardy was at Woodford 1949-50, then that was when I was doing National Service in the Marines.

With regards to Mr Hardy's trip with Annesley men, the driver was Reuben Taylor, known as "Rube" and his fireman was Les Topley. They were the crew that took the first Runner to Woodford. I was the fireman (passed cleaner) who with driver Chris Baylis took it from Annesley to Bulwell.

I must add a bit more about Woodford men and the Runners. The Runners started in 1947, two years before Mr Hardy went to Woodford. When they started, Gorton men worked to Sheffield, Sheffield men worked to Annesley, Annesley men worked to Woodford and Woodford men worked to Neasden. But Woodford men wanted to work both ways. At Annesley we disposed of the Gorton men's engines and prepared their return engines. At first, Woodford men refused to service our engines. Annesley men had to take their engines on shed, turn on the angle, coal and water the engine, and then clean the fire. Only then could Annesley men get their food. This went on for two weeks, but on the second Friday Woodford men had a shock when they found nothing in their wage packets. Management informed them that they weren't being paid for doing nothing.

When Woodford men started servicing the Annesley engines there was no end of trouble. There always seemed to be a shortage of long clinker shovels, so sometimes the front of the fire was left dirty. We found it best to run the long dart through the fire if it was dirty. We lifted the clinker and put it on the brick arch. We could not throw it out in case we started a trackside fire. Sometimes Woodford men would bring an engine out with a big smoky fire. You knew something was wrong. When we had got the fire bright we could see either leaking tubes or the brick arch down. They once brought a Geordie out without a lap plate and I refused to take it out. I only once took a bad fire into Woodford and then I stayed on the engine until the Woodford foreman got on so I could explain why - a load of muck in the tender. If ever Woodford men handed over an engine with a bad fire or anything amiss they would say nothing! This happened to us with the Park Royal beer train (*Forward 161* p14).

Finally, Mr Hardy was management and so I will refer to him as 'Mr Hardy'. We never addressed gaffers by their first names – always 'Mr' or 'Sir'.

Editor's note: Readers may be interested in the article 'The Art and Practice of Rostering Enginemen' by R.H.N. Hardy in *Steam World no.70* (April 1993) which is about Mr Hardy's experiences at Woodford Halse.

from Keith Parkin, Sheffield. e-mail: kjpcarrhouse@btopenworld.com

Re. Query: Milk tanks from Barnsley.

The Barnsley British Co-operative Society (BBCS) had its own private siding at Summer Lane, just a short distance west of Barnsley on the line to Penistone. The BBCS had a

large dairy located there. I have come across two photographs showing 6-wheel milk tanks captioned as being worked from the dairy - in both they are attached to passenger trains.

Photo 1 is from the Bryan Longbone collection and reproduced on p72 of *Rails Through Barnsley* (Alan Whitehouse 1988). It shows class J11 no.64387 entering Barnsley Court House with a Penistone-Doncaster train. The photo is undated but obviously before services ceased on 29 June 1959. The loco has the earlier BR lion-on-wheel emblem. The train consists of three non-corridor coaches tailed by two tanks.

Photo 2 is credited to Peter Sunderland and appears in *Barnsley, Cudworth & Royston* (David Green and Peter Rose, 1996). It shows Ivatt class 2MT 2-6-0 no.46499 on the Midland Chapeltown branch. It is the 4.30pm Court House to Sheffield Midland service in June 1958. Again the train consists of three non-corridors plus two tanks.

In many years of reading about GC matters I have no recollection of this milk traffic being mentioned anywhere else. This has given me a lot of questions. I would appreciate any answers that our members could supply.

When did the traffic start and cease?

Was it always in tanks or was there an earlier use of churns?

What was the origin of the milk and what services worked it into Summer Lane?

What route did the empties take?

What was the track and siding layout at Summer Lane?

How were the tanks attached to the passenger trains at Summer Lane (as implied by photo 1)?

I don't have a track diagram so don't know how feasible it would be just to back onto the tanks - but with a passenger train and on a considerable gradient (1 in 67)?

I do have several working timetables for the area in the 1950s and can find no reference at all to such milk workings. A few passenger trains are shown as having two or three minutes at Summer Lane (the 5.37 pm in 1954 had as much as 5 minutes) but hardly enough time to allow for shunting. Yet this milk traffic must have been a regular timed service.

from E. Irving Smith, Sheffield

Re. The GW&GC Joint and HS2.

Many thanks to all those who continue to make *Forward* such an interesting read. As one who always starts with 'On Great Central Lines Today', I was delighted by the splendid colour photo of Potteric Carr on page 23 of the last issue.

Ever keen to see the Great Central re-vitalised and resurrected, I also keep an eye on Chiltern's plans and HS2. Having recently read *The Great Western & Great Central Joint Railway* by Stanley C. Jenkins, however, I'm convinced that we already have a high speed route to Birmingham. Forget HS2! Re-instate the through running lines and flying junctions where necessary and set some challenging schedules. Then, forward again with the route of A3s and Kings.

from John Hitchens, Kirkby-in-Ashfield, Notts

Re. *Forward* 164 crossword: Lindley's Lane

The answer to 9 down in the crossword, which appeared in the last issue of *Forward*, is given as 'Lindley Lane'. At the risk of being pedantic, it should be 'Lindley's Lane'. As a former resident of the Lane, I should know. A new bridge has now been constructed at the same place at a higher level to cross the new section of The Robin Hood Line. I have a pair of 'Then & Now' slide photos. If I can get them converted to prints I will send them to *Forward*.

Editor's note: I got it wrong! The photo of no.92200 on p14 was taken from Lindley's Lane bridge.

from Allan Sibley, March, Cambridgeshire. e-mail: GNRSeditor@aol.com

Re. Query: the Liverpool & Dublin Steam Navigation Company.

On page 11 of the current issue of *Great Northern News* 172 (July/August 2010) there is a joint GNR/MS&LR handbill, dated 1870, relating to fares for 'Harvest-men' from various places in England to Belfast and Dublin.

In Volume 2 of Dow's *Great Central* (page 160) he states that: "Even before his elevation to the chair Watkin had had his eye on trade with Ireland, which was a natural corollary to the entry of the MS&L into Liverpool. One of the earliest developments was the launching of the Liverpool & Dublin Steam Navigation Company in 1865, in which the Midland and the Great Northern were also interested, and on the Board of which Alexander Shand represented the MS&L. An office was also opened in Dublin. This was situated on North Wall and shared with the Great Northern."

There is nothing about this in written histories of the GNR. I have found out that the GNR(I) had an office at North Wall, Dublin, so that might be the company to which Dow was referring. A Google search has failed to find out anything about the Liverpool & Dublin Steam Navigation Company. I find that surprising because British maritime history is particularly well documented on a multitude of websites, so if there had been such a company it would have been documented somewhere.

Can any reader offer clarification?

from Ben Carver, Gillingham, Dorset. e-mail: carver_ben@yahoo.co.uk

Re. Query: the GCR's *SS Wrexham* and Captain Fryatt.

I am researching the story of the Great Eastern Railway's *SS Brussels* commanded by Captain Fryatt, who was executed by the Germans in July 1916 for attempting to ram a German submarine which was lining up to torpedo his ship.

An earlier incident involved the GCR's *SS Wrexham*, which in March 1915 was on charter to the GER and under the command of Captain Fryatt when it also escaped from a German submarine.

According to information obtained she was Russian built as Nord II in 1902 and sold to the GCR in 1905. After the incident with the submarine she was considered to be too slow for the wartime conditions despite escaping, and duly returned to the GCR. In 1916 she was requisitioned by the Admiralty and in June 1918 wrecked at Archangel during its occupation by Allied forces and White Russians as a base for their unsuccessful campaign against the Bolsheviks.

I wonder if any reader is able to confirm the veracity, or otherwise, of the above history of the *SS Wrexham*, and also fill any gaps, eg what did she do between 1902 and 1905, also between 1916 and 1918? In addition does anyone have a photo of the ship, and if so can they confirm the hull colour, which was probably red below the 'waistline' and the funnel(s) white with black boot topping.

Any help you can afford me in this matter would be much appreciated.

Notes to accompany the photo of Clipstone West Junction signal box on p24/25

The signal box has recently undergone a refurbishment by Network Rail to the tune of over £30,000. (See photo on p24/25). The box, which was built by the GCR to control the south to west and south to east sides of the triangle at Clipstone Junctions was in dire need of repair. Replacement uPVC Windows had already been fitted at an earlier date. The repairs which were completed at the end of March 2010 included

- New steel steps from road and track level up to the box.
- New barge board at one end specially cut to match the original.
- New name board over door. The original boarding had rotted, but the letters were saved and reused. The board at the other end was stolen a few years ago.
- New wood panelling over the windows at door end, dispensing with a former window.
- Broken roof tiles replaced and roof repointing.
- A few years ago it was painted from its BR colours into the post 1912 GCR colours of allover dark green with cream windows. It is now resplendent in pre 1912 GCR Stone body with Buckingham Green window surrounds, doors and main posts, with white around the windows. This being done at the suggestion of the resident signallers.
- Car park improvements.

Chris Booth

Crossword Solution (Forward 165)

Across: **1** SO, **3** Conisbrough, **5** Closure, **7** Regulator, **8** Sandringham, **9** Ore, **11** Muck, **13** Break, **14** Quainton Road, **17** Port, **18** Connecting rod, **19** CME, **21** Junction diagrams, **24** Premier Line, **26** Tiny, **27** Watkins Folly, **29** Bevercotes, **30** Shedmaster, **31** DCC, **35** Lloyd George, **36** Dart, **37** Beer, **38** Crane engine, **40** Tibshelf, **41** Darlington, **42** Godley, **43** Chequer, **44** Through.

Down: **1** Sir Sam Fay, **2** Over, **4** Hard water, **6** Slacking pipe, **7** Retaining, **10** Fireman, **12** Cup Finals, **15** Orders, **16** Reception, **18** Catch points, **20** Springbok, **21** John Airey, **22** Alloy, **23** Akeman Street, **25** Ironstone, **26** Tapered, **28** MSC, **32** Cutoff, **33** Northolt, **34** Sub type, **39** Night, **41** Dmu.

Rear cover caption

BR J10/4 0-6-0 no.65143 stands forlornly on a short stub of track at Chester. The smokebox shedplate is 6D, the only one it carried in BR days. The former CLC shed of Chester (Northgate) was opened in 1874 and closed in 1960.

The Parker locos, built 1892-93 as MS&L class 9D, became LNER class J10/1. The Pollitt locos, built 1896-97 as MS&L class 9H, and the Robinson locos, built 1901-02 also as GCR class 9H, became LNER class J10/2. Building dates overlapped with the earlier J9 and the later J11 classes. From 1927 the distinction was abolished and the class was subdivided according to chimneys and tenders (as the LNER liked to do). The J10/4 sub-type had LNER chimneys and 4,000 gallon tenders.

No.65143 was a Pollitt loco built by Beyer Peacock in 1896 as MS&L no.805. It became LNER class J10/2 no.5805 after Grouping and class J10/4 in 1928. It became LNER no. 5143 in the 1946 renumbering and finally BR no.65143 in 1948. It was withdrawn in Sept. 1956, probably not long after the photo was taken.

photo: G.W.Sharpe

