

FORWARD 166



Front cover caption

A late afternoon shot of BR class B1 4-6-0 no.61162 south of Pilsley with the 4.05pm Manchester-Marylebone on 29th Sept 1959. No.61162 was a Sheffield (Darnall) engine at this time. Pilsley station was just beyond the road overbridge that the train has just passed under. Another bridge, visible on the far left, crossed a Midland branch to Pilsley Colliery. This section of trackbed is now part of the 5½ mile 'Five Pits Trail' connecting Grassmoor on the Chesterfield Loop with Tibshelf on the main line.

photo: Michael Mensing collection



The Journal of the Great Central Railway Society

No. 166 ~ December 2010

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***Forward* is the house journal of the Great Central Railway Society
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Editorial by Bob Gellatly

I owe an apology to our prolific contributor, Ken Grainger, for introducing his GC Great War Heroes article in the last edition of *Forward* as 'the final part of this series'. Ken assures me that it is not the final part and am I trying to tell him something! The next in the series is on page 27. Photos from both remembrance events in which the GCRS plays a part – at Marylebone station with *Valour*, and at the war memorial at Sheffield – can be found on page 32. Thanks go to Ken and others involved in their organisation.

There is little to report on the search for a permanent home for our archives. The door at the Great Central Railway (Loughborough) now seems to be closed but another is opening at the Nottingham Transport Heritage Centre at Ruddington, where the GCRS committee have their quarterly meetings. It's early days yet, but let's hope that something comes of it.

Thursday 6th January sees the first meeting of the new Sheffield branch meeting at a city centre venue (see Dates for your Diary for further information). The day chosen for the branch meetings has changed from the proposed 3rd Thursday, mentioned in the last issue of *Forward*, to the 1st Thursday. This will give a better pattern of meetings alongside the Spinkhill branch as no doubt some members will want to attend both.

There is a report of the Autumn Meeting, efficiently organised by Paul White, on the opposite page. I regret not taking the opportunity to visit the station, but the weather was far from conducive. I must make a note to go back another day.

The next book in the *Peter's Railway* series is featured on page 34 of this issue. Encouraging boys to read is an uphill struggle (I have four grandsons) so well-written and informative books such as the *Peter's Railway* series can play an important part in encouraging boys to read. Boys that don't read can become men that don't read! I am referring to fictional reading (excluding the *Sun* newspaper) rather than information dipping. We all seem to be good at that – how many of us have actually sat down and read a railway book rather than just perusing through it. Unfortunately if you go into a bookshop and look on the paperback shelves it is quite obvious that the target market is female. If your fictional reading (assuming you are male – apologies to our female readers) is non-existent then you might be tempted by *The Railway Detective* series by Edward Marston. I am indebted to my friend and GCRS member, Jim Thompson (a retired 'railway detective'), for introducing me to this author. His books are available at bargain bookshops at giveaway prices.

Looking at the contents page of this issue, it is apparent that we are relying too much on regular contributors to fill the pages of *Forward*. As appreciative as I am of their contributions, it is always good to receive an article from a new contributor. There must be many who are reading this who could put finger to keyboard and produce something. Don't worry too much about the literary qualities – the content is more important. I mention this as my 'reserve' of articles is getting low and needs replenishing. As Mark Radnedge points out on page 14, 2011 marks the 30th anniversary of the closure of the Woodhead route so articles with a Woodhead theme will be particularly welcome.

The Great Central Railway Society Pre-Christmas Ramble on Saturday 18 December 2010

This 7 mile walk will start from Goldthorpe railway station at 09:00 and finish at Barnsley Interchange at 16:30.

Please contact Stephen Gay (0114 243 2713 or 0776 479 5976) if you require further information.



A report of the Autumn Meeting at Stalybridge

by Paul White

Saturday 28th October turned out to be a very wet day but that did not deter around 50 members and visitors from attending our Autumn meeting at Stalybridge Labour Club. We were treated to one of the most entertaining slide presentations I have ever seen – Dr Les Nixon's "50 Years of Railway Photography". It began with a somewhat faded study of *Silver Link* taken nearer 60 years ago and continued for a spellbinding two hours with images from all over the world. We were treated to shots as diverse as an 0-10-0 tank loco on shed in Beirut in the Lebanon, a 13-header freight train in Dallas, Texas, scenes from the past in Spain, Portugal, and India, a collision between a steam loco and an elephant in Sri Lanka (fatal for the elephant!), enormous South African Garratts and a diminutive Malaysian palm-oil plantation railway. Dr Nixon's travels have even taken him to railways in the Khyber Pass and the Afghan Borders – but he did not recommend it for today's enthusiasts!

Closer to home Dr Nixon's slides showed an equal diversity: some of the shots of GW locos in the '50s and '60s gave the lie to the polished copper cap chimney and brass safety valves of legend – they were as filthy as anything to be seen in those days. The smoky haze and pit winding gear present in many of the studies were evocative of a Britain that was on its way out in the '60s and gone by the '80s, while the transient nature of '60s dieselisation was highlighted by a shot of perhaps 50 "Peaks" dumped at Tinsley awaiting scrapping in the mid-eighties.

Coming closer to the present day, Dr Nixon has perfected a technique of composing shots of steam specials well away from modern infrastructure, thus giving them an oddly authentic feel. He has applied a similar technique to shots of preserved lines where the infrastructure helps to frame the shots. In conclusion, we were treated to the work of a photographer of rare talent, and it is little wonder that examples of this work appear in so many books and magazines.

The afternoon's speaker, Dr Paul Salveson, provided an interesting contrast. A GCRS member, Paul has been at the "business end" of the rail industry for many years. He was founder of the Association of Community and Rail Partnerships (ACoRP), formerly Head of Government and Community Strategies at Northern Rail and from the beginning of this year has been the External Relations Manager for Grand Central Railways. He was awarded the MBE in 2008 for his services to the rail industry. He has set up "Little Northern Books" as an outlet for publications which focus on the effects of railways in social history.

Paul outlined an early interest in railways which eventually took him to the "birdcage" bridge at Gorton. Paul recalled seeing the last of the J10s dumped on the Springs Branch and he experienced a trip to London via the Extension during the refurbishment of Piccadilly – diesel to Nottingham and a V2 to Marylebone. Now, 44 years after the closure of the London Extension, parts of it will be included in HS2.

Paul reminded us of the joint nature of Stalybridge Station and its L&Y neighbour, and compared the business ethos of those companies, L&Y, GCR and LNWR with the "customer-centred" nature of today's rail businesses. Public relations, often considered a modern skill and an essential part of today's railways, was a skill already well developed by the GCR through publications such as "Per Rail". An extended quote from this publication served to remind us of the GC's involvement, together with the OA&GB, in the cotton trade as well as the more familiar coal and steel traffics. As Paul reminded us, public relations was important in the life of the railways 100 years ago, and getting to London was crucial – the GC by its extension, the L&Y by through carriages via the GC and the Midland! Paul related these services to today's "open access", but without the regulation.

Today's smaller independent railways still have London as their goal - Wrexham and

Shropshire running into Marylebone and now of course our most recent player, Grand Central, into King's Cross. Grand central is an independent, shareholder-owned company and is aiming to serve large conurbations that are no longer directly served by rail services to London, and by doing so helping their regeneration. Privatisation had not been the disaster that some had portrayed it as; "open access" would not have happened without it. Like Wrexham and Shropshire, Grand Central has a simple ticketing style – there are no "bargain basement" fares, but reasonably priced "walk-on" fares.

Paul outlined the current Grand Central position with regard to stock and routes, and outlined ways in which he saw the service developing in the future – expanding to take in more north eastern destinations, stock developments and the possible sourcing of a new loco fleet rather than the use of second-hand units. Paul concluded by outlining possible future northern destinations and routes linking the North with London, giving alternative routes from Huddersfield as an example, and citing examples of community involvement in railways, particularly the growth of groups helping to maintain and promote their local station or line. Perhaps in the future independent operators might take on local services with some form of subsidy, with new management structure resulting from employee buy-outs or "John Lewis" type partnerships.

In conclusion, it was a day composed of vivid remembrances of things past and a look into an arguably bright future for rail in the 21st Century. I would like to extend my thanks to both of our superb speakers, to those members who have been such a help to me, both before and on the day, to the Stalybridge Labour Club for their help and co-operation and to all, both members and others, who came to support the Society at this event.



Preserved LMS 'Princess Royal' class 4-6-2 no.6201 'Princess Elizabeth' passes through Stalybridge en route to Crewe on the return leg of 'The Sarborough Flyer' on Friday 23rd July 2010.

photo: Tom Holland

Welcome to the following new members

Mr J. L. Bateson, Buckley, Flintshire
Mr R. W. Howe, Bedworth, Warwickshire
Mr M. Birch, Nailsworth, Gloucestershire
Mr M. Mactier, Largs, Ayrshire

Mr D. H. Allen, Durham
Mr L. Tumatly, Mottram, Cheshire
Mr P. Lomas, Hyde, Cheshire

Memories of Sheffield Victoria in 1957

by Ken Grainger

This article first appeared in BackTrack (Sept. 2008) and is reprinted with permission

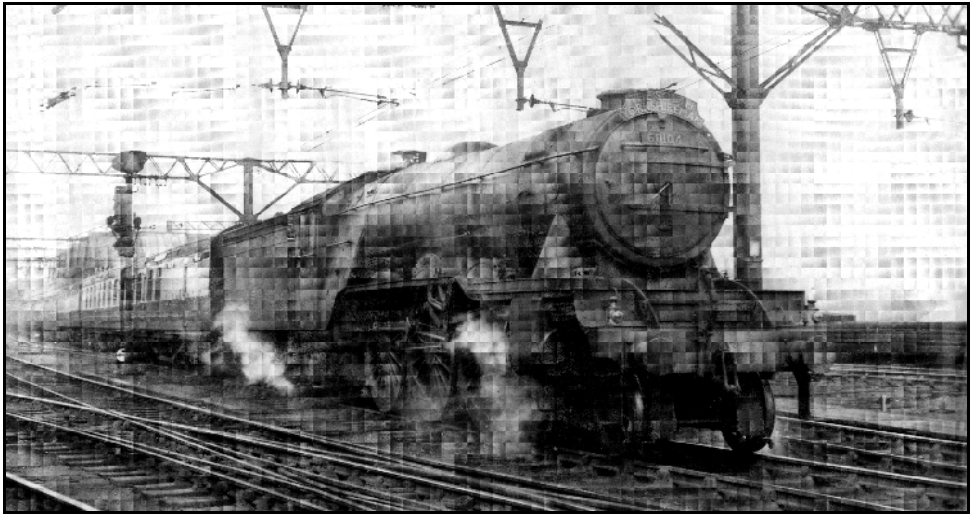
Sheffield Victoria of 50 years ago engendered mixed emotions. Many spotters of the day preferred the Midland station; there was more going on, they said, and there were certainly more 'namers' to cop. There was also the little matter of the platform ticket. At the Midland it was a licence to roam the station all day, but at Victoria the ticket's one-hour entitlement was rigorously applied: checks were made and if your hour had been exceeded, you would be directed - in no uncertain terms - to the 'Way Out'! Nevertheless, for its circle of devotees, Victoria had a unique fascination.

It has to be admitted that, at least in its final form, Sheffield Victoria was not a pretty station. The long walk up the station approach only served to accentuate the contrast between the elegant Royal Victoria Station Hotel to the left, and a station frontage representative of 1930s functionalism at its least inspiring, which the Great Central's 1908 clock tower and a king-size 'VICTORIA STATION' name board could only marginally alleviate. Inside, there was no longer the formerly relieving feature of the overall roof: it had collapsed in 1951, a delayed-action victim of the December 1940 Blitz. In its place, gaunt pre-stressed concrete girders supported post-war utility platform canopies, and a cat's cradle of overhead wiring for the 1,500V dc electrics. At least the electric locomotives looked like railway engines - still to come were the days of spurious yellow end panels to protect the myopic (and moronic), let alone garish colour schemes as a distraction from poor design. Like their steam counterparts, the passenger Co-Cos were in Brunswick green lined out in black and orange, while the goods Bo-Bos were simply black with red lining.

In 1957 the railways were still struggling to get back to pre-war standards. Only that year had the Midland finally managed to restore its St Pancras trains to something like their 1939 timings and while Victoria's Marylebone trains still hopefully awaited their turn, a well-earned reputation for reliability and punctuality had built up a loyal clientele. The opening of the electrified Woodhead line had finally taken place in September 1954, but in that - and Victoria's position at the crossing of the Great Central's 'tee' - lay much of Victoria's allure, for every through passenger train had to change engines. With the new Portland cement-lined Woodhead Tunnel 'off limits' to steam locomotives, Manchester-bound trains had to switch from steam to electric, while trains arriving from the north (via Woodburn Junction) or east found themselves pointing the wrong way and needed an engine to couple on at the rear before going back the way they had come to continue southwards. And in the other direction the same procedure applied in reverse, all of course entailing much to-ing and fro-ing between the station and Darnall shed.

Had we but known it, 1957 was Sheffield Victoria's Indian Summer. Not only would those eagerly awaited Marylebone service accelerations never happen, in the following February the Great Central main line would be handed over to the London Midland Region, the management of which had no interest in promoting competition for its St Pancras services. It was tantamount to putting sheep in the charge of wolves and the Marylebone expresses would cease altogether in 1960. Even more incredibly, who could have imagined that only a little over twelve years hence those brand-new electric-hauled Manchester expresses would cease to swish across the Wicker?

But in September 1957 all that was yet to appear above the horizon and ignorance was indeed bliss. Looking back now to those heady days, Sheffield Victoria boasted no fewer than five daily restaurant car expresses to Marylebone alone. They began with the celebrated 'Master Cutler' at 7.50am (7.40am on Saturdays), due into Marylebone at 11.25am. 'The Master Cutler', of course, started at Sheffield, albeit with booked connections from as far afield as York, Newcastle and Edinburgh. It headed south behind a Leicester Central engine returning home, maybe a V2 or even a B1, but more than likely one of Leicester's A3s - *Galtee More* or *Royal Lancer* or *Flying Fox* or *Enterprise* -



A3 no. 60104 'Solaria' gets under way from Victoria with the up 'South Yorkshireman'. 'Solaria' had been a long-term resident on the GC until it was transferred away at the start of Sept. 1957. It would later acquire the dubious distinction of being the first A3 to be withdrawn in Dec. 1959.

photo : Rex Conway Collection

though in this very same month they would be whisked away back to the East Coast Main Line before the LMR could get its hands on them.

With hindsight, the loss of the A3s (Neasden's had already been recalled) was the first sign of the 'writing on the wall' for the Great Central, something which would become more and more heavily underlined over the next few years. The 'Cutler' was followed by the 9.31am, which had left Manchester London Road at 8.30am, behind a Co-Co electric, with connections from Liverpool and Bradford, and due into Marylebone at 1.40pm. Next there was the 11.36am, 'The South Yorkshireman', occasioning one of the dramas of the day. As the time approached, the Sheffield portion of the train, including the restaurant car, would draw into the centre road between platforms 3 and 4, coupled to yet another Leicester engine already carrying 'The South Yorkshireman' headboard. It would stand there simmering until the 10.00am departure from Bradford Exchange pulled into platform 4 alongside behind a similarly headboarded locomotive - more than likely a Stanier 'Black Five' from Low Moor. From Bradford it had travelled to Victoria via Penistone to hand over her charge and was accordingly one of the few steam arrivals from the west. In truth the up 'South Yorkshireman' was not a terribly well patronised train: its 3.29pm arrival at Marylebone was too late for business users, but its midday departure made it a great favourite with the enthusiasts. The down return was a better revenue earner.

Into the afternoon there was the 3.11pm, another through train from Manchester London Road (whence it had set out at 2.10pm) which would eventually reach Marylebone at 7.10pm, and the 5.03pm (4.05pm from Manchester London Road) which wouldn't arrive at Marylebone until 9.19pm but had as an excuse having to meander round the loop to make a 5.30pm call at Chesterfield Central. Hardly 'express' timings, but a much-loved service none-the-less.

The Marylebone trains weren't the only stars in Victoria's repertoire; in between were the cross-country workings. When that Low Moor engine had handed over 'The South Yorkshireman', it would wait patiently for that Great Central institution, the York-Bournemouth, to come steaming into the station from the east via Woodburn Junction. The train might be of North Eastern Region carriage stock, in BR carmine and cream

('blood and custard' to the platform-end tykes) but on alternate days it was composed of carriages in Southern green – another element in Victoria's magic. We knew those green carriages had come from or were destined for the south coast and in those days that was as remote (and took as long to get to) as today's Mediterranean package holiday resorts.

It might only be just another B1, but with any luck the York-Bournemouth would arrive at Victoria behind a York three-cylinder B16, in the vernacular a 'Blood Spitter'. This was Sir Vincent Raven's final and best 4-6-0 for the North Eastern Railway. It might be an original or one of Gresley's or Thompson's rebuilds; there seemed to be no discrimination in the use of the varieties. B16s were no strangers to the Great Central main line south of Sheffield but almost invariably on fitted goods not passenger trains and with the York-Bournemouth pointing the wrong way, that Low Moor engine would now couple on at what had been the rear. At 12.02pm the train would depart the way it had come, towards Woodhouse East Junction where it would turn south. It would in turn be handed over at Leicester, probably to a Western Region 'Hall', and then take the Banbury line at Culworth Junction beyond Woodford, to eventually arrive at Bournemouth West, ultimately behind a Bulleid Pacific, at 6.50pm – what a journey!

Summer services – worthy of an article of their own – including more trains of those evocative green carriages for such exotic destinations as Hastings and Portsmouth Harbour (with a stop at Chesterfield Central, no less), had ceased with the passing of the summer timetable at the end of the previous month, but still on Fridays and Saturdays the 1.48pm through train (which had left York at 12.26pm) with connections from Manchester and Newcastle would set out for Banbury, the gateway to the West Country. In the summer timetable it had been a daily working and continued through to Swansea, on Saturdays setting out from Newcastle. It was the successor to the Great Central's legendary 'Ports-to-Ports' which in its heyday had brought Great Western carriages to Sheffield and on to Newcastle.

The evening 8.38pm York – Swindon ran every weekday, setting out from York at 6.40pm with connections from Edinburgh, Newcastle, the West Riding, Liverpool and (inevitably) Manchester. Since electrification Darnall shed had played little part in working the main line expresses, up trains for the most part departing behind Leicester engines which had been turned and serviced after earlier handing over a down arrival, but if memory serves me correctly that Swindon train did leave behind a Darnall B1. It reached Swindon at 2.00am but, if that wasn't heroic enough, this train was the descendant of that epic of Great Central days, the Aberdeen – Penzance: somewhat curtailed it's true, but on the railways terminology dies hard and to railwaymen 'The Penzance' it, and its down return, stubbornly remained. Those travelling must have been thankful for their pre-airline age comfy carriages. Amongst other well-remembered trains (even if rarely seen) was the 12.04am 'Swindon Mail', again through from York (setting out at 10.22pm) with connections from Edinburgh and the North East, and due into Swindon at 5.45am. There was then just the 12.20am Liverpool and Manchester to Marylebone, arriving at 5.05am, to complete the day (and night).

To recount all the trains in the opposite direction would be tedious, but amongst the highlights were the 2.10pm arrival of the 10.00am Marylebone – Manchester restaurant car express, quite a creditable timing, including traversing the loop and calling at both Chesterfield and Staveley Central. The 12.15pm Marylebone – Manchester restaurant car express did almost as well to include a Chesterfield stop and still reach Victoria at 4.28pm. At 6.00pm, the 11.16am from Bournemouth West arrived behind that Low Moor 'Black Five' which had taken the up York – Bournemouth as far as Leicester. It would already be carrying the 'South Yorkshireman' headboard, but back to front until it was now turned round in readiness to head back home to the West Riding with the 'Yorkshireman', after its 8.40pm arrival. In the meantime, the North Eastern B16 which had brought in the up York – Bournemouth would back down to take the return working on its way at 6.10pm, then at 7.18pm another Marylebone – Manchester restaurant car



Victoria's platform 4 and it must be just about three o'clock. A Co-Co has brought the 'Harwich Boat Train' over Woodhead and now March's B17 'Sandringham' no. 61633 'Kimbolton Castle' has just backed down to couple up. It still sports just a single red lamp for the backing-down manoeuvre, but the fireman will be about to substitute the express passenger train code of a lamp over both buffers before it heads for home. The date is 29 May 1954. photo: B.K.B.Green

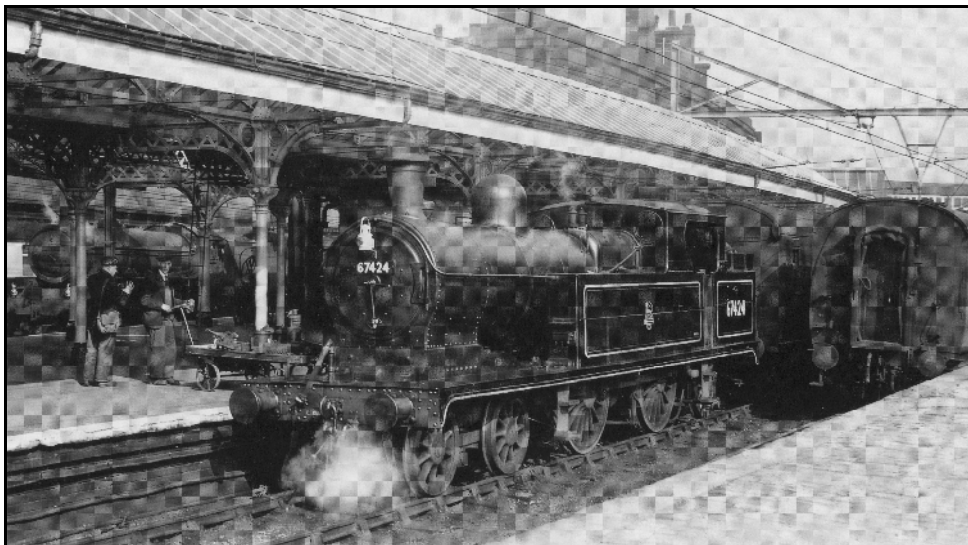
express would pull in. Another Great Central institution was the invariably well loaded '3.20 Down', or 'Sam Fay Down', of at least ten coaches which had dashed over the switchback Metropolitan line and as far as Leicester behind the same Leicester engine which had earlier taken on to Marylebone the 9.31am up from Sheffield. Following the departure of 'The South Yorkshireman' for Huddersfield, Victoria could settle down for a while. There was just the 10.00pm arrival of the returning 'Master Cutler' (6.18pm from Marylebone) before the down 'Penzance' crept in at 12.34am, then at an unearthly 2.43am the Marylebone to Manchester and Liverpool Mail.

One very special express has yet to be mentioned. Officially called 'The North Country Continental', it was revered simply as 'The Harwich Boat Train' and its arrival was perhaps the highlight of the day. It had left Harwich Parkeston Quay at 8.00am and pulled into Sheffield Victoria at 1.13pm to continue over Woodhead behind a Co-Co, ultimately arriving once more behind steam at Liverpool Central at 3.27pm. Frankly, the train lost much of its allure at Sheffield, but that was not so much to do with the removal of its restaurant car but rather to the change of engine. The train arrived at Sheffield behind a B17 from March depot. Only later did we learn that by then they were effectively on their last legs and that their bone-jarring riding became progressively more vicious as the time since their last shopping lengthened, but they were lovely things. What is more, even in those days before grubby locomotives became the norm, it has to be admitted that Great Central line engines were not the cleanest, so the shine on those invariably immaculate March B17s stood out. An odd thing which I never have understood is that for what must have been one of the longest runs rostered to a B17, four times out of five it was a small-tendered 'Sandringham' - *Brancepeth Castle*, *Kimbolton Castle*, *Gayton Hall* and *Champion Lodge* were amongst the regulars. We did sometimes see a large-tendered 'Footballer' - *Darlington*, *Huddersfield Town* and

Doncaster Rovers come to mind. With the coal on their tenders heaped up above cab-roof level, they would back into the station with the restaurant car to head back to the Eastern Counties with the return working at 3.00pm. Mind you, in pre-electrification days, the 'Sandringhams' used to work right through to Manchester, so perhaps the coal situation wasn't as parlous as we feared.

We haven't even considered the intermediate 'expresses' between Leicester and Manchester which also brought A3s around the Chesterfield loop and, with those Marylebone trains that also came this way, gave Chesterfield Central some slight vestige of competition with Midland line services. They also reinforced the 'stoppers' which generally served all stations between Sheffield Victoria and Nottingham Victoria, but sometimes on to Leicester Central as well. Local services also radiated out from Victoria to Barnsley Court House, to Penistone for Huddersfield and points north, to Lincoln, to Grimsby and Cleethorpes, and to Hull, not infrequently powered by J11 'Pom-Poms'. These versatile 0-6-0s were at home on any class of train, goods or passenger, short of a top link express but they'd give that a fair go given half a chance.

Back in 1957 Victoria's disciples were highly delighted that the D11 4-4-0s, John G. Robinson's splendid 'Directors', were coming home. The D11s were no strangers at Victoria, working in from Lincoln and the east coast after returning from a sojourn on the Cheshire Lines to be shedded at Lincoln and Immingham. Now three of them had been allocated to Darnall and the rest would be back on home ground within a year. We couldn't know that their return would toll the death knell for the dwindling number of graceful C13 Atlantic tanks eking out their twilight days on the 'locals'. Over the next couple of years the 'Directors', with a little help from Colwick's ex-Great Northern types (K2 'Ragtimers' and the odd J6), would dominate the Nottingham Victoria 'stoppers' and could still stretch their legs on seaside excursions.



Darnall's uncharacteristically clean C13 4-4-2T no. 67424 standing at Victoria platform 2 (West) with a local for Penistone. Visible above the canopy is Victoria's original station building, which provided a dignified frontage from its 1851 opening until it was enveloped by the creation of platform 2 as part of the 1908 station extension.

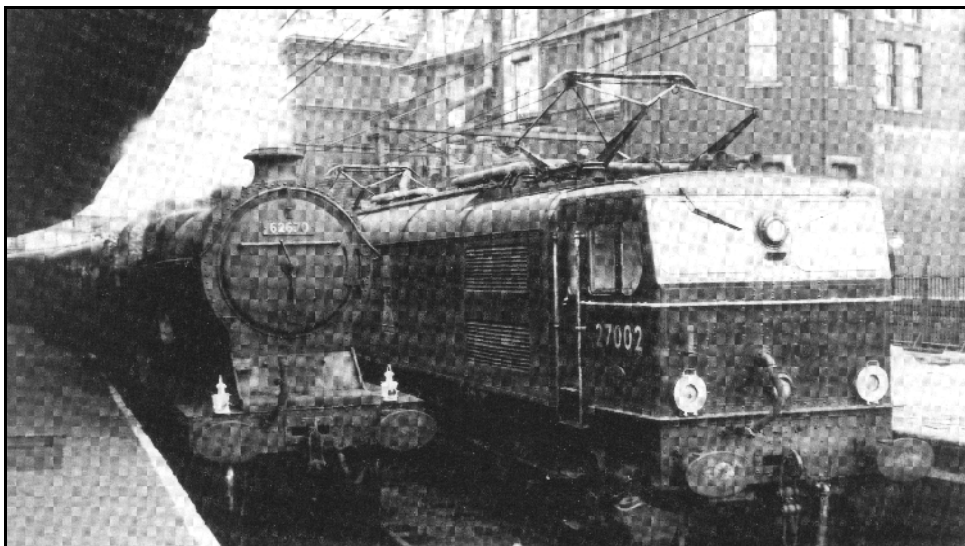
photo: Ken Boulter

The O4 2-8-0s, Robinson's immortal 'Tinies', still had plenty of life in them, but they were no longer seen as frequently at Victoria. As with all steam locomotives, they were strictly *locomotive-non-grata* over Woodhead and their territory was primarily east of Rotherwood Sidings, just short of the end of the electrified section at Woodhouse, where

they had to hand over their interminable strings of coal wagons to Bo-Bo electrics. The through freights skirted Victoria behind the screen opposite platform 5, the electric hum of the passing locomotive quickly drowned by the 'B-Dum B-Dum B-Dum B-Dum' of the four-wheeled wagons beating out their time-honoured rhythm over the rail joints. Somewhere along the cavalcade there might be the discordant 'Bang-Bang-Bang' of a loose brake lever not lifted back onto its rest.

Occasionally a busy little 0-6-2 tank would come bustling through the station, transferring vans and wagons between Bridgehouses Goods and Blast Lane or Park Goods. We don't need to check the number to see whether the engine, a reminder of the long-gone MS&L, is a Stephenson link motion-fitted N5, because their Joy valve-geared but otherwise similar N4 half-sisters, the survivors of which made their last stand at Darnall, had already disappeared a couple of years earlier.

It's all so long ago now, but yet seems so recent. Unchecked vegetation now cloaks the rubble remains of Sheffield Victoria, but listen to the breeze as it ruffles through the buddleia! Can you not very faintly still hear an engine's panting exhaust, a distant whistle? While ever we remember them, their ghosts will still be here at Sheffield Victoria.



The old and new order at Sheffield Victoria: D11 'Director' no. 62670 'Marne' stands at platform 2, while Co-Co no. 27002 (later to be named 'Aurora') waits for its next duty in the dock alongside, overlooked by the Royal Victoria Station Hotel as it was then known. Strictly speaking, the D11s were 'Improved Directors', the original 'Directors' being class D10. Thus by the time the D11s came along, there were only two members of the Great Central's board still to be honoured by having locomotives named after them, so the rest of the class were named after members of the Royal Family or, as with 'Marne', Great War battles.

photo: Author's Collection

YAHOO! GROUPS

gcrsforum is the Yahoo group for GCRS members and anyone else interested in discussing anything to do with the GCR.

Find us at <http://groups.yahoo.com/group/gcrsforum>

Woodhead after closure – Part 10 : 2007

by Paul White

At the beginning of the year residents of Booth Road, Fairfield, were complaining about the disruption caused by bridge-strengthening work in conjunction with a housing development in the area. Booth Road is carried over Fairfield Station by the bridge and until 1974 the booking office was at road level above the platforms, with covered stairs down to the two out of an original six platforms then in use. The building had been allowed to get into such a decayed state that a corrugated iron shelter had been built inside the booking hall to protect staff and passengers from the leaking roof. The station was demolished over the course of a weekend in 1974, a beautifully carved "MS&L 1892" over the main entrance no doubt meeting its end on the same bonfire as the rest of the wood.

In April, construction work began to convert the former OA&GB route from Ashton-under-Lyne to Oldham into a footpath and cycleway in partnership between Sustrans and Tameside MBC. The footpath would provide a link to Park Bridge Heritage Centre, the former ironworks, which, among many other things, supplied all the rivets in the Eiffel Tower.

Meanwhile the first phase of a £1.5m "makeover" for Stalybridge Station was nearing completion, with raised platforms, CCTV and customer information screens being installed. Stalybridge Station is used by over 13,500 passengers per week. At the same time, cosmetic improvements were being undertaken at the much less fortunate Broadbottom Station. Badly damaged by fire in the 1970s the station building underwent a complete refurbishment in the 1980s, the major part of the building being converted into a pub and restaurant but, since the failure of the business, has been largely disused for the past ten years. Inspired by "The Friends of Glossop Station", the Broadbottom "Friends" have improved the appearance of the exterior, laying out gardens and putting up hanging baskets, with the assistance of the local community, rail transport groups and Tameside MBC.

In July 2007 came the first hint that the 'new' Woodhead Tunnel might never again see rail use when the Peak Park Planning Committee detailed future plans to use it as a route for the electric cables that were then routed through the old tunnels. The Planning Committee decided to oppose the plan on the grounds that "it would effectively prevent any future chance for the Woodhead Line to re-open". By September 2007 it had been more widely realised that the National Grid plan to move the 400kV cables into the new Woodhead Tunnel would preclude any future reopening. Pat Ellison of the local APT group (Alternative Proposals for Transport) urged local people to write letters of protest to National Grid and their MPs. This led High Peak Labour MP Tom Levitt to go public with a call to National Grid to withdraw the plan. Speaking to the *Glossop Advertiser* in December 2007 he echoed the view that the National Grid plan would end the tunnel as a rail asset and declared his support for the Peak National Park Authority's opposition to the scheme, in addition writing to the then Transport Secretary Ruth Kelly and signing an "early day" motion on the matter. Mr Levitt stated "as transport and climate change issues grow in importance and priority, the chance of taking thousands of tons of freight off our roads and putting it on rail on this important Trans-Pennine route must be preserved".

However, National Grid officials maintained, at a local meeting with Tintwistle Parish Council, that the likelihood of rail traffic using the new tunnel was remote, and that they, as owners of the tunnel, had not been asked by any rail companies to use the tunnel for trains. Project manager Nigel Healey added that the Victorian tunnels would be empty by the end of 2010 and with government assistance could offer a possible rail route.

The Tintwistle Bypass/Glossop Spur proposal continued to dominate local transport news during 2007, with the war of words continuing in the local press between High Peak Borough Council 'for' and the Peak Park Planning Board 'against', with a reported 1,000

letters of support and 1,400 letters of objection reaching the interminable enquiry. Both sides of the debate were further enraged by figures released at the enquiry of a 9% rise in local pollution levels. Campaigners for the new road were hoping for a new completion date of 2015, while Tameside Council Leader Roy Oldham called the alternative proposal of an HGV ban on the A628 "threadworn and hypocritical" – interesting in view of his subsequent conversion to the idea!

However, in June 2007 came an indication that the enquiry might not be proceeding smoothly in the road campaigners' favour, with the Highways Agency admitting that it had not complied with its own statutory requirements when submitting its evidence. The late submission of a vast amount of new evidence in terms of revised traffic figures led to protests from groups opposing the plans on the grounds that they had not had time to take in this new evidence. A decision was taken to adjourn the enquiry for the summer, three weeks early. The enquiry reopened in September only to adjourn again due to late submissions, errors in evidence, and incorrect figures. The Highways Agency was faced with the prospect of having to review all of its submissions on air quality and noise and assessments of impact on ecology, landscape and cultural heritage. Clearly something had gone very wrong. The enquiry, due to re-open on September 19th was put back to November 6th, a considerable slippage from the original timescale of 10 weeks. Opponents of the road schemes, dismayed at the delays and the additional costs that they would incur demanded that the Highways Agency foot the bill for the delays. By January 2008 the Enquiry had been adjourned "indefinitely", having already cost £13.7m, while the estimated building cost had ballooned to £183m. The Highways Agency admitted it had not even been able to calculate accurately the amount of traffic that would use the proposed bypass!

At the beginning of 2008 the focus returned to the Woodhead tunnel issue with protestors walking and cycling the six miles from Hadfield to the tunnel mouth to mount a demonstration that attracted national interest and news coverage. The tunnel mouth meeting was addressed by local MEP Chris Davies who stated that the Woodhead Route was the only electrified route in Europe to have been closed. He criticised "short-sighted, short-term thinking" of successive governments when the region should have been provided with modern continental-style rail transport links.

Railway Civil engineer Colin Elliff stated that a revived Woodhead Line was the key to the development of a properly linked series of high-speed lines in the North, and described the closure of the line in 1981 as "an enormous mistake". The one hundred or so protestors were supported by the Northern Way group of three development agencies. Chairman Neville Chamberlain had written to Transport Minister Ruth Kelly and added, "Ultimately, if the future use of the Woodhead Tunnel for rail is not assured the need to construct a major new tunnel across the Pennines could thwart the ambition of building of a new higher speed line ever happening. Additional, faster capacity across the Pennines is critical to the economic future of the North". His colleague, Transport director John Jarvis added, "It is likely that a new higher-speed rail route across the Pennines will need to be built in the next 15-30 years. Without the availability of the Woodhead Tunnels this would involve further large-scale, expensive tunnelling, dramatically increasing the costs of building any new line."

The Woodhead issue made it into the national press in the form of a *Guardian* report of 13th December 2007 headlined "Dormant Lines Could Ease Congestion, say Campaigners". The article pointed to the danger posed to "mothballed" lines from plans that would breach them and urged the keeping of the integrity of such routes. The article cited the "political row" brewing over the Sheffield to Manchester "Woodhead" line and the proposals for the tunnel by National Grid, citing also Oxford to Milton Keynes (Bletchley), the Leamside line in the North-East and Lewes to Uckfield in East Sussex. (What has happened and continues to happen to the London Extension over the past 40 years is a salutary lesson in how to destroy a potentially valuable rail route!).

The former GCR got a number of mentions in the national press in 2007: On March 16th the *Guardian* reproduced a piece it had first printed on March 16th 1899 giving details of the opening of the London extension. On April 9th the *Guardian* carried a letter from myself, recounting my experience a few days earlier of sitting in a coach full of schoolchildren on their way back from northern France in a traffic queue on the M1 near Lutterworth, next to the remains of Britain's last main line, now empty and derelict, "a monument to short-termism". On Wednesday July 25th in an article headed "The Stately Wrecks of England" a number of "at risk" buildings were featured in a list compiled by English Heritage, including the Wicker Arch and Viaduct, described as "1848 railway viaduct, decayed, Grade 2*, poor condition".

Other events during 2007 included the re-opening of Guide Bridge Station booking hall during November following the disastrous fire of October 2006. The booking hall had been sensitively rebuilt with roof timbers following the pattern of the originals and new steps down to platform level as the original footbridge had been destroyed in the fire. Further access improvements for the benefit of disabled people were planned in the second stage of the redevelopment. Sadly, vandalism continued with further cable thefts from Guide Bridge and a stolen farm tractor driven onto the track at Hattersley Station at 4pm on a Saturday afternoon resulting in the cancellation of seven trains. A large-scale police operation to cut knife-crime at Glossop Station on 18th October resulted in a mere three arrests for possession of drugs, fare evasion and breach of bail, but no weapons, leading to accusations of "overkill".

To end on a less than serious note, the *Guardian* of November 15th carried the following story: "November 15th 1899 - 'Psalm XIII in lieu of a ticket from Sheffield'." The full story, of a "deranged" traveller who arrived at Marylebone with no ticket, but with two Psalms and an offer to "work off" the fare can be found in *Forward 155*, but I can confirm that both Psalms (XIII and XXIV) have no connection with rail travel!

Woodhead Calendar 2011

from Mark Radnedge
£7 (inc. P&P within UK)
details at www.mrdesignandprint
e-mail: markradnedge@aol.com
tel: 01254 777482

The Woodhead route was once the jewel in the crown of British modern railway operation – clean and efficient – when the rest of the network was mainly steam haulage.

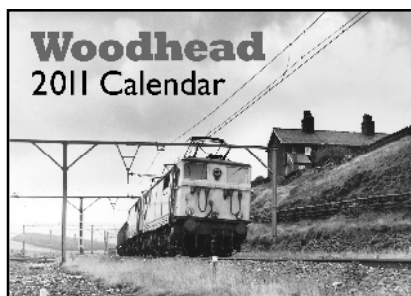
2011 marks the 30th year of closure, and this celebration issue calendar keeps alive the spirit of Woodhead. Photographed in the final years of operation, Woodhead was still a well used route and provided a welcome diversionary line on Sundays from the Hope Valley for Manchester to Sheffield services.

At the moment the route is once again in the headlines, with the National Grid hoping to transfer its cables through the newer Woodhead tunnel. However, there are plans for a new Central Railway running through Woodhead but this has yet to come to fruition.

And, as the M62 becomes increasingly congested, Tintwhistle needing a bypass road, and the price of oil steadily rising, surely the time is approaching when Woodhead must become economically viable as a railway once again.

The calendar features Sunday diversions, class 76s at Piccadilly, Guide Bridge, derailment near Dinting, Longdendale Valley, Dunford East, Hazlehead and Deepcar.

Mark Radnedge



The Pollard family railway history – Part 9

by John E. Pollard

One night I was working a Woodford job. As we left Annesley it started to snow. We had the usual converted "Tiny" on the front. It was still snowing (heavy wet stuff) when we were checked at Ruddington. As I went by the signal box in the brake, the signalman called out, "Total block failure to Gotham." It was the same at every box to Leicester Passenger North where we came to a stand. I went out to the back of the van. The signal was about six foot behind my brake. It went back to red. We didn't move so after a while I got out of the brake and walked down to the engine. There was no one on the footplate so I went to the box. The men were in the box and the signalman said the "Scotsman" is off all wheels at the south end of the platform, but it should not be long now before she is on the road again. Shortly after, the phone rang and the signalman said, "You are away now." We left the box and as I walked back to my brake van I passed the fireman off the Annesley-Leicester pickup on his way to the box. When I got back to my van I saw that their engine was stood just behind the home board. We struck off, I exchanged signals with my fireman, and we went down to Leicester Goods South where we stopped for water. Then we were away again. It was total block failure all the way, running on time interval throughout. On arrival at Woodford we were told to travel home as there had been a smash up at Leicester Passenger North. The first passenger train from Nottingham had run into the back of the Whisky train. When I arrived back at Annesley yard everyone I met said, "You're for it now!" I was puzzled and on arrival at the time office the yard master knocked on his window and called me into his office. As I entered he said, "You're in trouble my lad." So I asked why and he replied, "You've got to go to the enquiry into this morning's accident at Leicester."



LNOR class O1 2-8-0 no.3879 pauses to take water at Nottingham Victoria while working a down goods. Rebuilt from O4/2 no.6288 in Nov. 1944 and received new LNER number in June 1946. Became 63879 in Jan. 1949. Was allocated to Annesley in the 1950s before moving to March and finally to Staveley where it was in the last batch of class O1s to be withdrawn in July 1965.

photo: Jim Thompson collection

Next morning I signed on with my driver and fireman from the day before and we travelled down to Nottingham Victoria. We walked into the waiting room of the office where the enquiry was to take place. The Annesley crew off the Whisky were there and the two Leicester crews off the pickup and passenger trains. I went and sat at the side of the driver off the pickup. He said, "You are in trouble mate. I've reported you for not protecting your train and when you go in there they will tear a strip off you." I smiled at him and said, "Driver, you want to hope I don't go in there because if I do you will be the one in trouble. It's obvious you and your fellow driver from the passenger don't know the rules. My train was already protected by Passenger North's home board. It was showing red. Think about it! I'm not going to tell you the rule number as that would be too easy." Out came his Rule Book and he started looking through it. After sitting there for about two hours we were told to go and have some lunch and be back by 2pm. We kept the receipts for our lunch and then had a walk around Nottingham before getting back for 2pm. When we walked in we were told that we were no longer required and to go home. I caught a train back home. It was a day out in Nottingham with pay and expenses!

It later turned out that while our train was stood at Leicester Passenger's home board the guard on the pickup that was stopped behind us got out and put a detonator down behind his train. The Whisky train was alerted and stopped behind them. The guard on the Whisky then put his detonator down. This was by now a long way from the home board. We moved off main line and the signalman turned the pickup into the slow line at the station. The Whiskey then moved forward up to the home board. The following passenger had been stopped at Belgrave and the driver was told to proceed time interval - but he let her run. Meanwhile the Leicester Passenger's home had come off for the Whisky. When the passenger cracked the detonator that the Whisky guard had put down, his mate looked out, as due to the curve in the road the driver could not see Leicester Passenger's home board. The fireman saw the board showing green in the distance but failed to see the Whisky in front of him. Being a fully-fitted train it only had one red light showing on the brake van. If the passenger driver had taken notice of the signalman at Belgrave and run at caution he would have been able to stop in time. Fortunately no one was hurt. The Whisky train took most of the damage. The guard had bailed out in time and had taken shelter in a man hole on the viaduct.

The next day, as I was going home, the yard master called me into his office again. The Inspector was with him - I think it was old Luther Harvey who was coming up for retirement. "Now," said the yard master, "He's told me everything and he says that if the Leicester driver had known his rules he would not have reported you."

I was working a Staveley turn one week, taking a pickup train from Annesley down yard. On arrival at Staveley we generally got an Annesley train back. The engine went to Staveley loco for turning and water and the crew got their food. I went to the guards room for mine. Inspector Richards told me my train was backing in so I walked down to the north end of the yard. As I stood in the four foot watching the train coming towards me I thought something didn't look quite right. When it stopped I put my kit in the brake van and then started to walk down the train. About five wagons from the brake there was a bogie bolster with some girder work on it. As the girders overhung there was a runner at each end. I had a good look at it then went back to Inspector Richards and told him I wanted it taking off the train. He got the tapper out and the three of us went back to the offending bolster. The tapper had a look, climbed onto the wagon and tightened the chains up. He got off the wagon and said, "Right guard, it can go now." I told him, "The only place that it's going is to the cripple siding. I want it off!" Inspector Richards, who by the way was a first class railway man and a gentleman, asked why. I took them both to the back of the train behind the brake van and got them to have a look at it. The girders on the bolster wagon were not lined up straight - the front end was sticking out towards the other line and the back end was sticking out towards the platform side. I took them back to the wagon and pointed out that the steel girders were

resting on the steel topped bolsters without any wooden packing. I told them that whoever loaded that bolster did not know what they were doing, as you never load steel on steel as it would slip. I ended by saying, "And now you can take it off. It's not going on this train." It came off and was put in the cripple siding where it stood for about three weeks waiting for a crane to reload it.



Leicester Passenger North signal box viewed from a passing train.

photo: unknown

Some months later we had been to Mexborough on the Annesley-Ardsley turn. We were coming back one evening through Staveley when we were slowed right down. I went out of the van to see what was happening. There were a lot of lights about. As I got closer I could see railway men and policemen and ambulance men. They were removing a body in a stretcher wrapped in blankets. It turned out to be Inspector Richards. He had been up in the signal box and as he left the box he walked straight in front of a passing train. A really tragic accident - a momentary lapse of concentration resulted in the loss of a first class railwayman.

I was on a late night Woodford job with a mixed train of coal and steel. As we went through Rothley I could see sparks coming from one of the wagons not far from the brake van. Belgrave was the next box open so I lifted the tail lamp off, got my hand lamp and showed the signalman a red one as we passed the box. He acknowledged my signal. The next box open was Leicester Passenger North where the signalman put us in the slow road. I got out and started walking up the train looking at the wagons. The examiner came and I told him what I had seen and that it was in the area of the 21 ton plate wagon I was stood against. It was carrying an overhanging load with a runner. We checked it over and could not find anything wrong. As we were talking about it and wondering what else it could be, I idly kicked the tie bar that ran between the two axle boxes. Each end was bolted to the frames that the axle boxes were in. When I kicked it both the frames shook as though they were not fastened to the main frame. The tapper nearly had a fit! We had a look at the other side of the wagon and it was the same. It was a wonder we had got as far as we had. The tapper put a red card on it. It would be awkward to put it off at the station so I told the signalman we would take it to Leicester Goods but not to let anything pass until we were inside. I then told the driver to take it

easy down to the Goods. We left the wagon and its runner at Leicester Goods and continued to Woodford without any more sparks.

I was working a train back from Mexborough one Saturday night. At the back end of the train I had seventeen vans of high explosive with two barrier wagons between them and the brake van. As we were approaching Attercliffe Junction, where we turned off for Darnall, I saw one of the vans had an axle box on fire and the flames were going up the side of the van. I took my tail lamp off and showed a red light to the signal man at Attercliffe. We were stopped at Darnall. I screwed my brake on and went to have a look at the van with the hot box. I had a mashing can of water with me. The wood on the van was starting to burn so I poured my mashing can of water on and then went to the box and got two fire buckets. These were also thrown on and the fire went out. I went back to the box and told the signaller that we would put the van in Cravens siding - their wagon works were alongside the road where we were. He said that Control wanted a word with me, so I went in the box and he handed the phone to me with quite a smile on his face. I asked Control what they wanted and was told that they had decided I would take it on to Rotherwood. I explained that the woodwork had been on fire and it was loaded with high explosives along with another sixteen wagons of high explosives around it. I said it was coming off and that was the end of it. The wagon came off and we left it in Cravens yard. I also told them to inform the transport and civilian police that they had a wagon of explosives in Cravens yard.

At Annesley, when the Woodford jobs started we had train preparers getting the trains ready. There was an O1 (converted "Tiny") as bottom end pilot, usually an engine working its mileage out before going to the shops for a refit. All we had to do when on a Woodford train was to sign on. We then had twenty five minutes before leaving the yard. The train preparer left a ticket in the brake van with the number and type of wagons on and the load. We just got in the van, put the tail lamp on, lit the fire (and the



BR class O1 2-8-0 no. 63652 with a string of mineral wagons on the up connection from the GN Leen Valley line to the GC main line at Bulwell North Junction in 1962.

photo: A.E. 'Dusty' Durrant - courtesy Prorail UK Collection

lamps at night), then picked the shunting pole up and walked down the right hand side of the train, as the brakes were always fastened down on that side. This method of working carried on when we got the "Class Nines" and Bulwell cabin closed and the locomen worked through. If when we got towards the bottom end of the train you could see the engine was on, you picked the wagon brakes up. Then I used to walk round the front of the engine, as the driver was on the left, and tell him the load.

One night it was fifty four vans – fifty high explosives with two runners each end. We set off for Woodford and had a normal run to Staverton Road signal box where the distant was against us. The home board was red. As the engine, a "Class Nine", approached the signal it came off. The engine drew up to the box and then set off again. The signalman must have passed on a message to the driver. As my brake van came up to the box I was outside but the signalman had his back to me so he didn't tell me what the message was. I went back into the brake, one of the new Queen Mary type and sat down. Looking forward as we came round the curve approaching Catesby Tunnel I was astounded to see a large pile of new sleepers that were ready for a relaying job on fire. With them being soaked in creosote the firemen working on them did not stand a chance but what amazed me was my driver did not stop but went straight by the fire. The flames were blowing right across the up main line. I watched until my brake was nearly up to the fire then went to the other side of the van and hoped the heat would not break the glass in the windows. It only cracked one of the side view panes. When we got to Woodford the engine went to Loco to turn and the locomen had their food. I went up to the new yard for my return working. When I got to the cabin, before I had my food, I went on the phone to Control and asked them what they were playing at letting a train of fifty vans of High Explosives come through a fire of that size. The controller thought it was only a couple of sleepers burning. When I explained it was a pile about six foot high with about fifty sleepers in it and most of them on fire, he was very sorry. When my engine came out for the return working I asked my driver what he was playing at and he said he had forgotten what the train was made up of.



Ex GCR 4-4-2 class C4 2908 at Spalding on a pick-up freight from Lincoln. Six "Jersey Lillies" survived to the summer of 1950, although this loco never received its BR number. They were all withdrawn by November 1950. Taken on 13th June 1950. photo: Neville Stead collection

Wanderings around the Internet with Bob Gellatly

"Split Ticketing" at www.splitticketing.co.uk

Something that is well known by rail travelling enthusiasts is that you can pay less for your journey by buying tickets for parts of the journey instead of one ticket for the whole journey. This doesn't mean that you have to travel on a separate train for each ticket, but the train you do travel on has to stop at the ticketing stages. It's a case of the parts adding up to less than the whole. Part of the fun in working out your rail itinerary is in trying out different combinations of tickets until you find the cheapest. This website claims to be able to do it for you, so if you don't want to spend hours on the National Rail website this may be the better option. However, if you really want the satisfaction of working it out for yourself, this website tells how to in easy stages.

"The Man in Seat Sixty-One..." at www.seat61.com

Continuing the theme of independent rail travel I can't believe I have not featured the man in seat 61 before now. Is there no journey he hasn't been on? His scope is global and the amount of information provided is awe inspiring. Having just been to Italy on holiday I found his information about the different kinds of trains that operate in Italy quite useful. So wherever you are going, find out what the man in seat 61 has to say first. Who is this much-travelled source of information? His name is Mark Smith and he is a career railwayman who lives in Buckinghamshire and he travels to work on Chiltern Trains to Marylebone, so you can't ask for more than that! This website has won a long list of awards from the travel and tourism industry.

"Monkeysnaps Steaming Back" at <http://steamingback.fotopic.net>

A selection of images from the Neville Stead collection dating from the 1920s to the 1960s. Neville is still adding to his already vast collection of negatives of which this website showcases only a small part. There are good quality images of steam from all over the UK and they include some GC locos. The photos are well captioned except that in most cases the names of the photographers are unknown. An example is reproduced on the facing page. The website is the work of Bill Watson who has the nickname of Monkey!

"Thompson B1 Locomotive Trust" at www.thompsonb1.org.uk

I know many of our readers have more than a passing interest in Thompson's B1 class locomotives. They replaced many pre-Grouping locos on LNER lines including, of course, much-loved GC types such as the 'Atlantics' and 'Directors'. They survived to be the last operating steam in many GC areas. The last steam locomotive I saw on 'active service' around Sheffield was a B1.

The Thompson B1 Locomotive Trust operates and maintains 61264, which is currently in two pieces and in two places. The boiler is at the L&NWR at Crewe while the chassis and tender is at the Barrow Hill Engine Shed.

This new website is a credit to the society and to Dave Horton, the Webmaster, and is well worth a visit. The sales page features a Malcolm Root print and a DVD of 61264 in action.



Preserved 61264 operating on the Great Central Railway.

On Great Central lines today

by Kim Collinson

On the 29th July 47739 hauled two of the Jarvis Fastline class 56 locos 56301/56302 through Mexborough en route from Doncaster to Hitchin for storage.

Wednesday 25th August saw 47712/47501 top and tail an excursion from Barnsley to Carlisle which departed at 08:00. 47501 then returned to the Barnsley area on the 10th August working a Network Rail inspection train from and to York which ran over the Penistone branch with inspection coach 975025 *Caroline*.

The 1st September saw an unusual working through Guide Bridge when 66034, 37409 and 37423 passed in the early evening, working a set of coaching stock from Crewe to Tyne Yard.

The summer Crewe to Scarborough and return steam specials through Guide Bridge finished on the 10th September with the final train worked by 46233 *Duchess of Sutherland*.

An increase in steel traffic to Stocksbridge has seen the introduction of an additional service on Mondays commencing on the 6th September. On the 13th the train was worked by 60049, only the 2nd class 60 to have been seen on the branch this year, arriving at Deepcar at 04:00.

The wagon repair depot at Worksop has now closed and its work transferred to Knottingley.

Although Welbeck Colliery closed in May the washing plant has been kept in use until at least September with coal being brought in by rail from Daw Mill as the plant there cannot deal with the amount of coal being produced at what is now Britain's largest colliery. On some days up to four trains were arriving at Welbeck.

Rotherham Central station, which was only opened in 1987, has now been demolished to make way for a brand new station on the same site.

At Dunford Bridge a huge contractor's yard has been established between the former station site and the Woodhead Tunnel entrance, as well as on the adjacent moorland above the tunnel, as work progresses on the laying of cables through the "new" tunnel for the National Grid. It was around 60 years ago that this location presented a similar scene as work progressed on the construction of the new Woodhead tunnel.

Class 60 locos returned again to the Deepcar branch in October. On the week commencing 11th October the evening trip from Aldwarke was worked each night by 60049, and on the following week by 60015.

The first autumn railhead treatment train through Penistone was on the 14th October worked by 66023/66125 which passed Silkstone at 03:40 hrs. The first autumn railhead treatment train over the branch to Deepcar commenced on the 23rd October being worked by 66023/66125 which departed Woodburn Jn at 14:12.

Saturday 23rd October saw a return steam charter from Tyesley to Buxton work over GC metals between Woodhouse and Nunnery being hauled by 'Black Five' 45305.

Cable theft continues to be a major problem on the railways and on the 28th October services between Doncaster and Scunthorpe were seriously disrupted due to an attempted theft at Hatfield.

*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.*



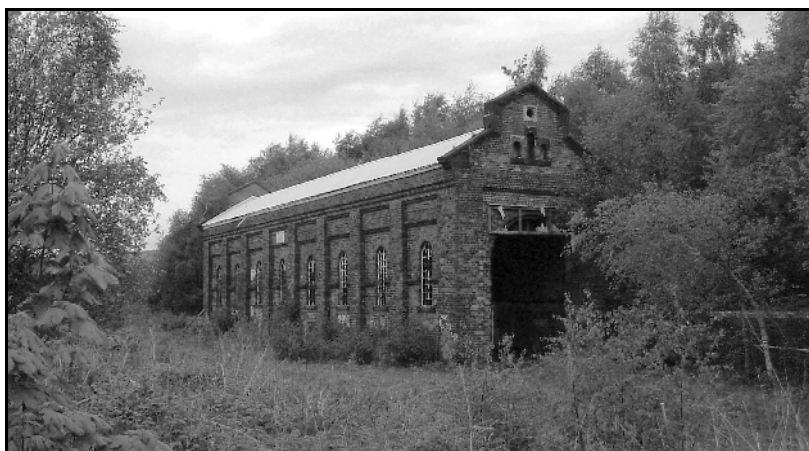
GBRf no.66707 'Sir Sam Fay - The Great Central Railway' waits at the signal by Cramfit Road bridge, North Anston, with the 6H52 Thoresby-Drax coal train on 29 Sept. 2010. photo: Bob Gellatly

Dinting sale

The *Glossop Chronicle* reported on 23 Sept. 2010 that the former site of Dinting Railway Centre, which closed in 1989 has been sold at auction for £150,000. The guide price set by auctioneers Bagshaw's was £25,000, but six bidders forced the price way beyond what was expected. There are no details as to the buyer's identity.

It will be interesting to see what happens to the two remaining buildings on the site, namely the Glossop Branch down-side part of Dinting Station (which the railway centre never restored or developed) and the former MS&L single-road engine shed. Previous planning applications to develop the site, first as a source of hard-core for road building (the site being compacted ash from Gorton Loco) or for housing have been turned down.

Paul White



The engine shed at Dinting in its sylvan surroundings on 10th May 2009. photo: Paul White

Modellers' Corner

by Tony West

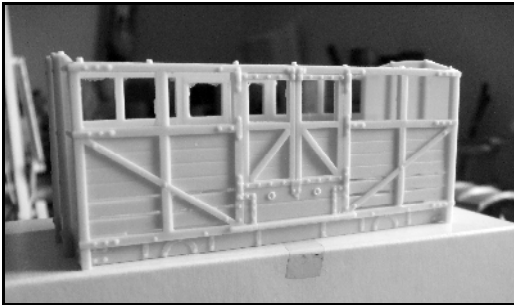
The Telford show went very well and it was nice to meet fellow members and put faces to names.

The 7mm large cattle wagon body has proved to be a worthwhile project and 'we' have only a few left so please ring Simon (01455 233372) if you don't want to lose out.

By the time you read this the Quainton Road Models six-wheel fish van should be ready. There was a test build on display at Telford and it really does look very good with some of the best lost wax castings seen for a while. I am assured that it will be on sale at the Reading show on the first weekend in December on the "Ken's Profiles" stand. I am also led to believe that the etchings may be considered for release in 4mm scale subject to sufficient interest being expressed.

Most of you will be aware of C&L if only because of their range of track components. Recently they have branched out into laser-cut building kits, initially covering GWR prototypes (apologies for the use of such language) however, the proprietor now wishes to atone for this by offering some GC prototypes (in both 4mm and 7mm scales).

So please anyone out there with plans/drawings of typical GC/MSL structures, now is your chance to help get GC modellers on the map. Obviously we are talking about such things as signal boxes, goods sheds and station buildings etc. Could there even be something in the society's archives, Mr Burton? Now where did I put that contract drawing for Rugby booking office?



The S&T (Simon & Tony) Wagon Works 7mm cattle wagon body.



The GCRS publicity stall at the Gauge O Guild's event at Kettering earlier this year.

Great Central Railwayana Auctions

Great Central Railwayana Ltd
14 School Street, Woodford Halse, Daventry NN11 3RL
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Auctions in 2011 on the following Saturdays:
15th January, 9th April, 16th July and 8th October
at
The Royal Showground, Stoneleigh Park, Warwickshire CV8 2LZ

Items sold recently by Great Central Railwayana Auctions

(see page 22 for auction house details)

	
<p>A GCR three aspect sliding knob handlamp with brass plate "GCR WOODFORD LOCO". Has additional handle at back for use as a locomotive headlamp. Sold for £480.</p>	<p>BR enamel direction sign for Marylebone Station in experimental colour scheme used in the early 1960s. Probably a unique item. Sold for £3,200.</p>
	
<p>An LNER enamel horseshoe lamp tablet from Hawarden Bridge Halt on the WM&CQ. Unusual in retaining all its fittings. Sold for £110.</p>	<p>Vulcan Foundry worksplate No.1937 from 1904. Carried by GCR class 9J 0-6-0 no.247 (LNER 5247, BR 64376). Sold for £190.</p>
	
<p>Signal box nameboard from Kirk Sandall Jc. on the GC line between Doncaster and Scunthorpe. Junction with the SYJnt. Sold for £110.</p>	<p>Nameplate "PRETTY POLLY" from LNER class A1 4-6-2 no.2560 (BR class A3 no.60061). Worked on the GC in the 1950s. Sold for £11,800.</p>



Bo-Bo at Hazlehead Bridge BR class EM1 Bo-Bo no.26053 passes Hazelhead Bridge with a Manchester (London Road) - Sheffield Victoria train during the last week of passenger services over Woodhead. The final day was 5th January 1970. The site of Hazelhead Bridge station was on the left beyond the bridge. The embankment that once carried a mineral branch line to the Hepworth Iron Company's works at Crow Edge can be seen above the end of the train. By this time the EM2 Co-Cos had already been withdrawn and sold to the Dutch Railways. *photo: Robert W. Carroll*



left – The 12th York & Lancaster (Sheffield Brigade) memorial at Serres.

photo: Chris Hill

below – The entrance to the Sheffield Memorial Park at Serres.

photo: Dave Milner



Great Central Railway Great War Heroes Part 5A – "The Elite of Sheffield"

by Ken Grainger

The first of a two part review of former GC employees from the Sheffield area who died in the Great War.

The 'Pals' battalions are synonymous with the Great War. Not counting the four battalions of Salford Pals, Manchester raised no less than eight, Hull raised four (Commercials, Tradesmen, Sportsmen and T'Others), and even Barnsley managed two (13th and 14th York and Lancaster), so why was the 12th York and Lancaster the only Sheffield City Battalion? It was Sheffield's choice, or rather that of the battalion's sponsors, the Duke of Norfolk and Sir George Franklin, who wanted the ranks to be filled with middle-class white-collar workers. As Private Frank Lindley, 14th York and Lancaster (2nd Barnsley Pals) succinctly put it:

"I'll always remember the Sheffielders with their handkerchiefs stuffed up their sleeves and their wristwatches flashing in the sun. They were the elite of Sheffield. We were the ragged arse battalion but they were the coffee and bun boys."

After being shipped off to protect the Suez Canal from a threat which failed to materialise, the Sheffield City Battalion arrived in France just in time for the July 1916 "big push" - the Somme. Like other Pals battalions, they were superbly fit and as keen as mustard, but totally lacking in experience.

The story has already been told (*Forward 153*: "The First Day of the Somme") of the Sheffield City Battalion's slaughter before the fortified village of Serre, how their first two waves, having already moved into no-man's land, had risen as one at zero hour only to walk into a storm of shrapnel and machine gun fire. To their infinite credit, they never wavered, the survivors keeping going until halted by unbroken barbed wire entanglements - a few even got into the ruins of the village where their pitiful khaki wrapped remains were seen during another abortive attack on November 13th. That was when a few men of the 8th East Yorkshires fleetingly fought their way into the village.



Sergeant Arthur Waddingham

Perhaps one of them was 28 year old former Sheffield relayer, Sergeant Arthur Waddingham MM, of Driffild Street, Penistone Road, before he received the fatal wounds from which he died at Rouen on November 21st and was buried in the St Sever Cemetery Extension.

Well over half the Sheffield City Battalion was lost on July 1st 1916; not counting 75 with lesser wounds, they had suffered 513 casualties and achieved absolutely nothing - summed up by John Harris in *Covenant with Death* as the battalion having been "two years in the making; ten minutes in the destroying". Only after Serre fell, following the German withdrawal to the *Siegfried* Stellung (the "Hindenburg Line) eight months later in February 1917, could the bodies of the dead be finally collected. Little wonder then, that so few could be identified, and so many commemorated on the Thiepval Memorial to those with no known graves. They include Joe Bailey, a former GC platelayer at Thurlestone (I doubt he would have had a handkerchief stuffed up his

sleeve), who served in 'B' Company, which mainly comprised men from the Penistone area, and who is featured on what has become one of the iconic photographs of the Great War. Others commemorated at Thiepval include former Chief Accountant's Dept. clerk, Edwin Stothard, and 24 year-old John Burgon from Endcliffe Vale Road, a former Mexborough spare fireman. Engineering Dept. clerk Archie Brammer (age 22) of Carr Road, Walkley, was amongst the few who could be identified and, with others who died that day, he lies in the intimate Railway Hollow Cemetery, hard by the Sheffield Memorial Park (*see colour photo*). Hallowed ground where, all but a century on, the battlefield's shell craters and trench-lines remain undisturbed other than by the passing decades' softening and a covering of grass



'B' Company of the 12th York & Lancs. Joe Bailey is seated face-on to the camera in the centre.

Before finally being disbanded in February 1918, the 12th York and Lancaster would be brought back up to strength to fight again, notably at Arras in May and June 1917, where 22 year old Reginald Taylor, formerly of the Traffic Dept. at Parkgate & Rawmarsh, died on June 19 and was laid to rest in the Duisans British Cemetery, Etrun (to the west of Arras). It is fitting that the 12th York and Lancaster's memorial, a dignified cenotaph with the "cat and cabbage" regimental badge on one side and Sheffield's coat of arms on the other, is located in Serre village (*see colour photo*).

Equally fittingly, this being the heartland of the York and Lancaster Regiment, the memorial to the regiment's 8,814 Great War dead, plus 1,222 added after the 2nd World War, stands in Weston Park, Sheffield. Recently cleaned and regilded, it is a magnificent monument topped by the winged figure of "Victory" holding aloft a laurel wreath, and flanked on one side by an officer, confidently advancing, pistol in hand, and on the other by the engaging figure of a Tommy, rifle slung and looking, well, knackered.

GC Sheffielders of the York and Lancaster are commemorated all along the Western Front, at Gallipoli and even in Greece, where the 1st Battalion's 42 year-old Lance Corporal James Brooks died on January 21st, 1917. From Denholme Street, Bridgehouses and a former brakesman at Bridgehouses Goods, he lies in Sarigol Military Cemetery, north of Thessalonika.

But back to the beginning: Great Central Railwaymen were fighting and dying from the outset of the war, before the Sheffield City Battalion even existed. The earliest, unsurprisingly, were reservists - time-served 'old sweats' who had only recently transferred to the reserve and taken up civilian occupation, but were now recalled back to the colours. The first two GC Sheffielders to die both fell on August 26th 1914 during the retreat to the Marne, when the BEF's hard-pressed II Corps turned on its German 1st Army pursuers and won breathing space by a sharp rearguard action at Le Cateau. They were former goods porter, Private W.H.Parmenter of the 2nd Battalion, the Suffolk Regiment (their imposing memorial stands at Le Cateau) who lies in the Le Cateau Military Cemetery, and ex-Platelayer, Private George Nicholson of the 2nd Kings Own Yorkshire Light Infantry (KOYLI), who has the highly dubious distinction of being the first to fall of the Sheffield GC contingent in the KOYLI - South Yorkshire's other 'local' regiment - and the first to be commemorated as having no known grave, on the La Ferte-sous-Jouarre Memorial, on the south bank of the Marne. There were to be many more of both.

In these early fluid days of the war, before the antagonists resorted to increasingly elaborate trench systems, the cavalry still fulfilled its traditional scouting and skirmishing role. Trooper Fairburne Wagstaffe of the 17th Lancers, from Wallace Road, Parkwood Springs, recalled from his reservist occupation as a Locomotive Department labourer, died before the regiment to which he had been assigned had even arrived in France from pre-war service in India. Pending which he was attached to the 2nd Life Guards. He was listed as "missing, presumed killed" after an October 31st 1914 action on Zandfoordie Ridge, near Ypres, leaving his widow with a 15 month-old child. He was the first GC Sheffielder on Ypres' monumental Menin Gate Memorial.

Another cavalryman reservist, 38 year-old Michael Conneally, had come from his native Aghalative, County Galway, to work for the GC as a relayman in Sheffield, but now returned to serve with his countrymen in the 8th (Kings Royal Irish) Hussars. He died on November 6th 1914 and lies in the Railway Chateau Cemetery, Ypres.

The faces and arcades of Ypres' Menin Gate Memorial would ultimately be filled with the names of over 54,000 British soldiers who died in the Ypres salient but have no known grave. The GC Sheffielders on the KOYLI regimental panels are former Stores Dept. Labourer, Lance Corporal Thomas White, of the 2nd Battalion, who died on December 14th 1914, together with former Thompson McKay carter, Private Archie Stacey, killed on April 20th 1915, and Darnall Traffic Dept's Private Fred Lazenby MM, killed on June 9th 1917, both from 1st Battalion.

The colonnades of the Le Touret Memorial, by the Bethune-Armentieres road, commemorate over 13,000 soldiers with no known graves who fell in northern France prior to the September 1915 battle of Loos. They include 24 year-old Joe Bullas from Trafalgar Road, Wadsley Bridge, a porter at Park Goods before joining the 3rd Coldstream Guards in September 1914. He succumbed to fatal wounds on February 14th 1915, but his grave was subsequently lost. He is joined on the memorial by one-time Sheffield ballastman, Private Maurice Palmer of the 2nd Battalion, the Yorkshire Regiment, who died on June 15th 1915 after serving, for his own reasons, under the alias of Maurice Parkin.

Sheffield's GC Railwaymen are commemorated on so many memorials to those who have no known grave, York and Lancaster, and KOYLI regimental panels and otherwise. Both are represented on the memorial which extends along the back and sides of the 'Dud Corner' Cemetery at Loos-en-Gohelle, to the dead with no known graves of the battle of Loos, the BEF's largely forgotten battle which, with hindsight, was just the first of a succession of attempted breakthrough battles in which promising beginnings quickly degenerated into bloody stalemate.



Private Joe Bullas

Attercliffe, killed on August 9th, 25 year-old former Barnsley Junction fireman, Private Arthur Scott, killed on August 21, and 33 year-old ex-Sheffield relayer, Lance Sergeant Thomas Hall, killed on November 18th. Along with over 21,000 others who have no known grave, they are commemorated on Gallipoli's towering Helles Memorial, as is 20 year old Sapper Sidney Crossland of Rowland Road, Highfields, a Neepsend fireman before he enlisted in the Royal Engineers' 1st (West Riding) Field Company. Sidney Crossland had splashed ashore in the first landing of British troops at Gallipoli on April 25th, unscathed despite having three bullets lodged in his haversack, but such luck could not last - he was killed in action on Friday, July 23rd.

Another who died a long way from his Sheffield home was *Soldato* Angelo Fantozzi, born on May 23rd 1890 at Settefrati, Italy, but as an infant brought by his parents, Antonio and Louisa, to grow up in Sudbury Street, Upperthorpe. When Italy entered the war in May 1915, he left his wife and two children at their Bower Street home, just off West Bar, and returned to the country of his birth to join the 88th *Reggimento Fanteria* (Infantry Regiment). He died on November 21st 1915 but has no known grave. His 21 year old, Sheffield born brother, John, a Lance Corporal in the 9th West Yorkshire Regiment (the Prince of Wales' Own), was killed on October 9th 1917 and lies in the Bard Cottage Cemetery, Ypres.

There are no other GC Sheffielders buried in Italy, though one more is commemorated there; the Savona Memorial commemorates the 275 whose bodies were not recovered after the May 4th 1917 torpedoing and sinking off Cape Vado of the Alexandria-bound troopship *SS Transylvania* by the German submarine U-63. They include 25 year-old Sapper Arthur Jeavons of the Royal Engineers Railway Transport reinforcements, a former Tinsley clerk from Carltonville Road, Attercliffe Common.

The brilliantly effected evacuation of Gallipoli (about the only thing that went right in that ill-fated campaign) swelled the ranks for the killing fields of the Somme, and the

The more than 20,000 commemorated on the Loos Memorial include GC Sheffielders Lance Corporal James Dillon of the 10th York and Lancaster, from Park View Road, Owlerton, a former relayer killed on September 26th 1915, and former shunter, Private Fred Burrows of the 9th KOYL, from Victor Street, Langsett Road, killed the following day. Ex-porter, Private Henry Hay, of the 2nd Battalion, the Border Regiment, was killed on September 25th, but had to wait until after the Armistice to find his final resting place in Canadian Cemetery No. 2 at Neuville-St-Vaast, north of Arras.

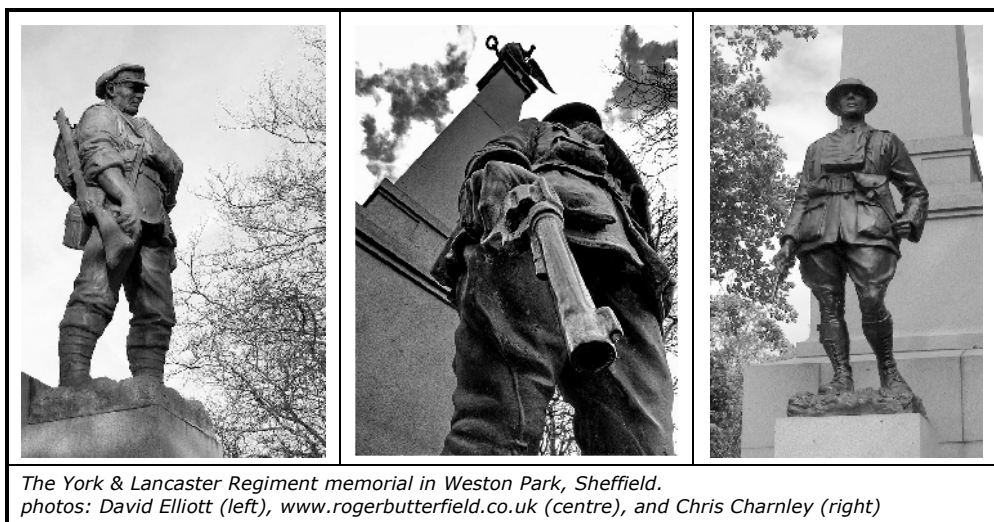
In the meantime the 6th York and Lancaster were fighting in the bloody and ultimately futile Dardanelles campaign of 1915. Among those who never returned from Gallipoli were 23 year old one-time Staveley Town porter/shunter, Lance Corporal Stephen Smith of Glave Street,

seemingly endless columns of names on the awesome Thiepval Memorial. The York and Lancaster's City Battalion GC Sheffielders were joined on the memorial by 23 year-old Harry Hare from Netherfield Road, Crookes, who also fell on July 1st as 9th Battalion attacked east from Authuille Wood, and by 2nd Battalion's former Barnsley Junction (Penistone) fireman, Lance Corporal Charles Swift, killed on September 16th 1916 in 6th Division's 5.50am assault on the Quadrilateral, a strongpoint east of Ginchy. The Thiepval Memorial's other regimental panels include former Neepsend fireman, Sergeant Cyril Flower DCM, of the 12th Highland Light Infantry, whom we met in 'Pilgrimage - November 2007' (*Forward* 155), and one-time Oughtibridge booking clerk Charles Trivett, who was killed in the 17th Sherwood Foresters' September 3rd 1916 5.10am attack on the east bank of the Ancre, north of Hamel.

The relentless toll of the Somme at least permitted a named grave to Sheffielder Private William Watson of the 177th Duke of Wellingtons (West Riding) Regt, a 24 year-old former Chief Accountants Dept. officeman from Vale Road, Parkwood Springs, killed on July 3rd. He lies in the Bouzincourt Communal Cemetery Extension along with former platelayer, Sapper Bispham of the Royal Engineers' 172nd (West Riding) Field Co., from Fielding Road, Wadsley Bridge, killed on 5th July. Another Royal Engineer, Pioneer Godfrey, of the 5th Battalion Special Brigade, from Mitchell Street, Netherthorpe, died on August 17th. Along with over 3,000 other battlefield burials from the surrounding area, he was finally laid to rest in the post-Armistice Adanac Military Cemetery, Miraumont, but of its more than 1,700 "Known unto God" headstones, goodness knows which is his.

Private Goulding, a former Engineering Dept. labourer of the 1/4th York and Lancaster, killed on August 1st, lies in the Gezaincourt Communal Cemetery Extension, south-west of Doullens. The KOYLI is represented by 2nd Battalion's 20 year-old former goods clerk, Walter Harrington, from Leppings Lane, Wadsley Bridge, killed on September 23rd and buried in the Bethune Town Cemetery, and by 6th Battalion's Private Hibbitt. A former parcels porter, Private Hibbitt was killed on September 16th in 6th KOYLI's successful – but costly – clearance of Delville Wood at the outset of the Battle of Flers-Courcelette, and lies in the Delville Wood Cemetery, Longueval. He would have known 19 year old Edward Youle, another ex-parcels porter, serving with the 177th Duke of Wellington's (West Riding) Regiment, who was killed on September 18th and lies in the Lonsdale Cemetery, Authuille, north of Albert.

to be continued



Remembrance events 2010



above: Ken Grainger and Richard Butler stand in front of 66715 *Valour* with GCRS wreaths at Marylebone on Thursday 11th November.

photo: David Grainger

below: Howard Turner and Hermann Beck lay wreaths at the GCR war memorial at the Royal Victoria Hotel, Sheffield, on Sunday 14th November.

photo: Ashley



DVDs of the *Great Eastern Magazine* and the *London and North Eastern Railway Magazine*.

Produced by the Great Eastern Railway Society.

The *London and North Eastern Railway Magazine* was a staff magazine. Although the GER had become a constituent part of the new LNER in 1923, it had continued to produce its own GER magazine until the end of 1926. Our *GER Magazine* DVDs include the issues up to that date.

The *LNER Magazines* cover the period from the very first issue of the new all-line magazine at the start of 1927 until the LNER became part of British Railways at the end of 1947. Each year made up a volume, so there are 21 volumes in all.

Many of the articles were of contemporary railway interest or described parts of the region which the LNER served. For example, the 1935 volume included articles about Felixstowe, the Yorkshire Pullman, C.W.S Developments at Pelaw near Newcastle, and repairing locomotives in Scotland. All were fully illustrated with photographs.

Like any staff magazine it also carried news of its employees and what they were doing. There were reports from the social and sporting clubs and staff outings, for instance, as well as notes on presentations, retirements and deaths. During the Second World War news of staff in the forces (and in the home guard) also featured.

Individual copies of the magazine or bound annual volumes occasionally become available via second hand outlets, but because of their scarcity and interest they fetch a high price.



The DVD version

You can find out more about these items by going to our web site at www.gersociety.org.uk and pressing the button marked 'Sales'.

Copies may be purchased by sending a cheque (payable to 'GER Society') to Barry Jackson, GERS Publications Sales Officer, 14 Quantock Close, Bedford MK41 9EW.



The original LNER Magazine

The Great Eastern Railway Society has spent money raised from sales activities by commissioning a professional scan of all 21 volumes – over 11,000 pages in all. This has converted them into Acrobat files, and in addition, the use of optical character recognition software has for the first time ever made them all word-searchable. To make them as widely accessible as possible we have deliberately fixed the price at a low level - £10 for our own members (whose funds have made the whole project possible) and £15 for non-members. Prices include postage to the UK.

This follows on from our successful launch recently of a double DVD containing all sixteen volumes of the *Great Eastern Magazine* 1911-1926 – same format, and same prices.

Arrivals on the bookshelf

"Peter's Railway to the Rescue" by Christopher Vine.

Published by Christopher Vine, 2010.

Hardback with 96 pages. Illustrations and diagrams in colour.

ISBN: 9780955335945

Cover price £11.99

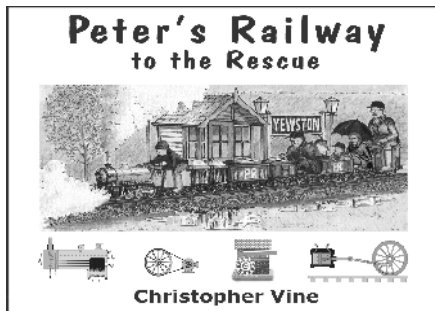
www.petersrailway.com

This is the fourth book in the *Peter's Railway* series. The story line of Peter and his Grandpa's miniature railway continues, interspersed with 'how it works' pages that explain the technical aspects of railways. Although aimed at 6 to 12 year olds, it can be appreciated by children of all ages.

In *Peter's Railway to the Rescue* we see the little steam railway save the day twice as the story takes the reader through a year in the life of the local community. With the village experiencing one of the coldest winters on record, the farm's tractor freezes leaving Peter and Grandpa worried as to how to feed the animals. All is not lost as they fire up their trustworthy train and save the day.

As winter moves into summer, the pair start work on their great project - the construction of a watermill on the river to generate electricity. With Peter and Grandpa thriving on the opportunity to make something useful out of scrap, the project gets underway with full force and gives Peter the opportunity to learn all about electricity, energy and power. Yet the saga is not over. As soon as the watermill is finished a long rainstorm means there is plenty of water for free electricity, but the river bursts its banks. Can a small steam locomotive make it through the flood to rescue the village for the second time in a year?

Christopher Vine



Christopher Vine at speed on LNER class B1 4-6-0 no.8306 "Bongo".

"An Illustrated History of the Woodhead Route" by Alan Whitehouse.

Published by Oxford Publishing Company, 2010.

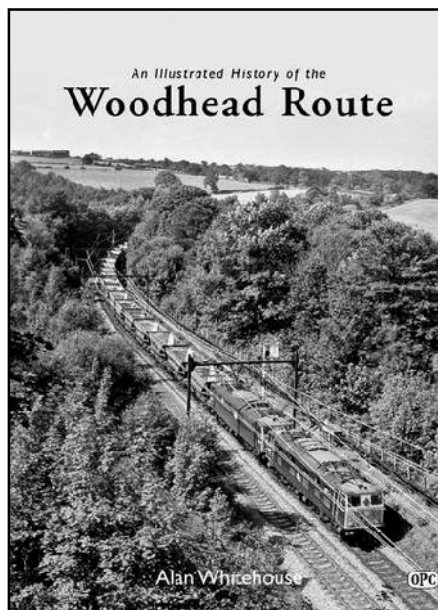
Hardback with 128 pages. 30 maps/track plans, 189 b/w and 38 colour photos.

ISBN: 9780860936350

Cover price £19.99

www.ianallanpublishing.com

This new title in OPC's popular "Illustrated History" series covers the history of the Woodhead Route, a line which has almost achieved a cult status among railway enthusiasts. Constructed originally by the Sheffield, Ashton-under-Lyne & Manchester Railway, the route from Sheffield to Manchester was opened in 1845. Crossing the bleak and dramatic Pennine landscape, the route featured one of the earliest long tunnels to be constructed in Britain - the Woodhead Tunnel - which, when originally completed, was the longest tunnel in the world. The route became part of the Great Central Railway, passing to the LNER in 1923 and to BR in 1948. Although the GCR had proposals to electrify the route, it was only under the LNER that progress commenced but it was not until after Nationalisation that the route - with its new tunnels at Woodhead - was fully electrified.



The line was unique in that it had its own fleet of distinctive electric locomotives and while primarily electrified for trans-Pennine coal traffic, the route also saw electrified passenger services and remained a diversionary route until closure as a through route in 1981. The tracks were lifted in the mid-1980s ending short-term hopes of reopening. Almost the entire line east of Hadfield has now been lifted (apart from a few short sections shared with other lines, notably at Penistone). The trackbed between Hadfield and the Woodhead Tunnel has been adapted as the Longdendale Trail for hikers and cyclists. Originally, the route from Manchester to Sheffield was 41.5 miles with stops at Manchester, Guide Bridge, Newton, Godley Junction, Mottram, Glossop and Dinting, Glossop Central, Hadfield, Crowden, Woodhead, Dunford Bridge, Hazlehead Bridge, Penistone, Wortley, Deepcar, Oughty Bridge, Wadsley Bridge, Neepsend and Sheffield. Services still run from Manchester to Glossop and Hadfield, and the section from Deepcar to Sheffield is currently used for freight. This is the full and detailed story of the intricate history of this line with its many twists and turns over its 136 year history. Alan Whitehouse is an expert on the line and he has produced the definitive history including a comprehensive range of over 200 mono and colour illustrations, together with line drawings.

Publisher's information

FOR SALE

A full set of the *Great Central* trilogy by George Dow.

Vol 1 - 1st Edition, missing dj, title page signed by author.

Vol 2 - 1st Edition, good dj, title page signed by author.

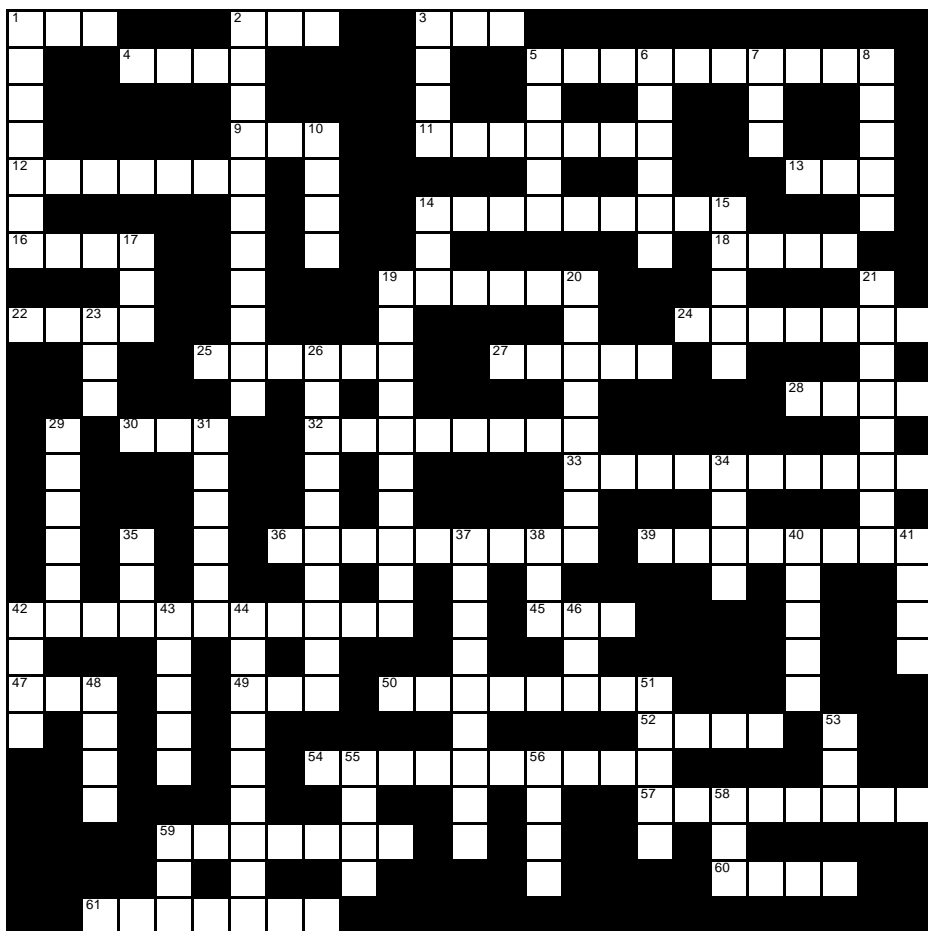
Vol 3 - 2nd Edition, good dj, virtually mint.

Offers over £100.00 - postage/insurance £10.

Contact Ed Davis (a society member).

email: edwarddavis@talktalk.net or telephone 01454 312349

Crossword (*Forward 166*) : Answers in the back of this issue.



Across

- 1 Unsaturated steam. (3)
- 2 Class A2 "--- Chariot". (3)
- 3 Abbreviation for the Metropolitan Railway. (3)
- 4 Long handled implement used by fireman. (4)
- 5 Author of "Rabbits & Runners". (4,6)
- 9 Variation of MS&L class 3. (3)
- 11 Former GC single-road engine shed recently sold for £150,000. (7)
- 12 Had a station on the GC and on the SA&M Jct. (7)
- 13 By way of. (3)
- 14 Author of "The Chiltern Railways Story". (4,5)
- 16 Train that carries letters. (4)
- 18 Placed on wagon to denote destination. (4)
- 19 Infrastructure company gone into liquidation. (6)
- 22 Type of join between metal parts. (4)
- 24 Well thought of. (7)
- 25 Commercial traffic on the GCR(N). (6)
- 27 Old name for a signalman. (5)

- 28 Not in steam. (4)
- 30 To spot a loco not seen before. (3)
- 32 Conventional locos have 2, 3 or 4. (8)
- 33 Present home of 'Butler-Henderson'. (6,4)
- 36 The Golden Age of railways. (9)
- 39 The fictitious name for the last member of the GWR Hall class. (5,3)
- 42 Valley used by the GCR from Hyde up to Woodhead tunnel. (11)
- 45 Carried in heated tank wagons. (3)
- 47 Cause of poor visibility. (3)
- 49 Stop colour. (3)
- 50 Place where repairs take place. (8)
- 52 Twelve to the foot. (4)
- 54 Sheepbridge & -----" on the Chesterfield Loop. (10)
- 57 Barnsley station used by MS&L / GC services. (8)
- 59 Force used to send wagons into their departure roads in a marshalling yard. (7)
- 60 Delivered to the Co-Op at Summer Lane. (4)
- 61 Way of advertising on stations. (7)

Down

- 1 GC steam ship acquired from the GER in 1905. (7)
- 2 Name of a junction on the GC line to Wigan Central. (11)
- 3 The M in WM&CQ. (4)
- 5 An accompanying wagon. (5)
- 6 Machine for generating mechanical energy eg a locomotive. (6)
- 7 Woman's surname before marriage. (3)
- 8 The "----- Hotel" was next to Grimsby Docks station. (5)
- 10 Type of GWR brake van. (4)
- 14 Code for the standard Merry Go Round hopper. (3)
- 15 Used to pick up water from troughs. (5)
- 17 Junior employee. (3)
- 19 Road crossing next to Barnsley station. (6,4)
- 20 Description applied to lines, rolling stock and services operating between the outskirts of a city and the centre. (8)
- 21 The boilers on the "Royal Scots" before rebuilding. (8)
- 23 Book for recording events in the workplace. (3)
- 26 Not new when acquired. (6,4)
- 29 Trade mark name of a pre-war Sheffield based company that produced good quality O gauge models. (6)
- 31 A title carried by three 'Directors'. (6)
- 34 Shape of GC cabside number plates. (4)
- 35 A small but vital part of a machine's mechanism. (3)
- 37 Put in place when normal route is closed. (9)
- 38 Bill (as in law). (3)
- 40 Shortened form of 'workshops' often preceded by a description of the activity. (5)
- 41 Brief period of quiet due to inactivity. (4)
- 42 Normally the driver's side. (4)
- 43 Hold up. (5)
- 44 CLC station and shed at Chester. (9)
- 46 Emptied into a pit from the locomotive firebox. (3)
- 48 Small particle that gets in your eye when working with steam. (4)
- 51 Trees that are featured in a named express train. (5)
- 53 LNER shed code for Annesley. (3)
- 55 Used to calculate the charge for the job. (4)
- 56 Network of lines or bars. Associated with class 56. (4)
- 58 A device that converts a circular movement into a to-and-fro movement. (3)
- 59 Type of turbine manufactured by Brown Boveri for BR(WR). (3)

Readers' forum

Responses to Keith Parkin's Query: Milk Tanks from Barnsley (*Forward 165 p45*)

from Paul Armstrong, Southend-on-Sea

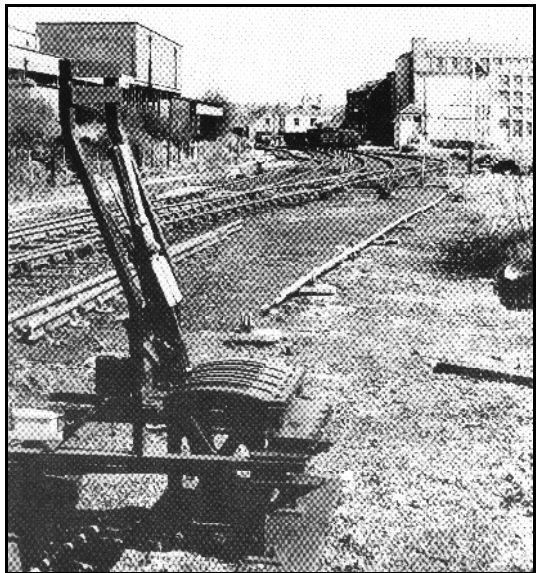
The Barnsley Co-Op owned some farms in the Doncaster area, and the nearest stations to these would have been either Tickhill, or Conisbrough (neither station is listed in the *RCH Handbook of Stations* for 1956 as having sidings for the Barnsley Co-op), although when I knew them, in the mid to late 1960s, the milk was transported by road tanker direct to Barnsley. My father who worked in a different department at the Co-op in the late 1950s and early 1960s cannot remember milk arriving by rail, and says that the company owned about 200 road vehicles, presumably for all sorts of pick ups and deliveries, but this would have been more than ample to visit farms in the Doncaster area. Some local deliveries were still made by horse drays.

My notes of the MS&L minutes for November 1878 show that a siding for the Barnsley Co-operative was to be provided, with additional sidings being agreed in 1885, unfortunately no details of the location of the sidings are given in the original minute, nor is the nature of the traffic is not indicated, but if these were for milk traffic, it would of course being conveyed in churns. My notes do not have any further references to this location during later years. The use of churns would have lasted until the introduction of tankers. I am sure that the rolling stock experts will have some dates, but I would guess either just before world war two or just after.

The photograph at the bottom of page 86 in *Rails Through Barnsley* shows the track layout after the line from Summer Lane to Dodworth was singled on 1 May 1967. My father states that the dairy was on the left hand side of the line. I would presume churns would have been unloaded at what appears to be a platform under a canopy opposite the signal box. A diagram of 1885 appears to show a loading dock, although it is indicated as "landing" but appears to be in the same location. I would presume than the tankers were unloaded in the same place.

I would presume that traffic would be attached/detached when the pilots were in attendance, although I suppose setting back into the down siding, provided the points were clipped and scotched, could have been carried out when no pilot engine was in attendance. I understand that this practice was carried out on some lines in the West Country.

In later years I can only remember coal traffic, which can be seen in the photographs in *Rails Through Barnsley*. This was brought by on a trip from Wath to Barnsley, which by the early 1970s ran to Summer Lane from Barnsley as required. I think that this traffic just faded out. (Yesterday I saw a date of 1 July 1977 for the closure of the sidings,



The sidings at Summer Lane (looking towards Barnsley) from p86 of "Rails Through Barnsley".

photo: Brian Almond collection.

but at the moment I have no idea where this date came from, and it may be the date that the ground frame was abolished.) Motive power for this trip was a Wath class 08 locomotive.

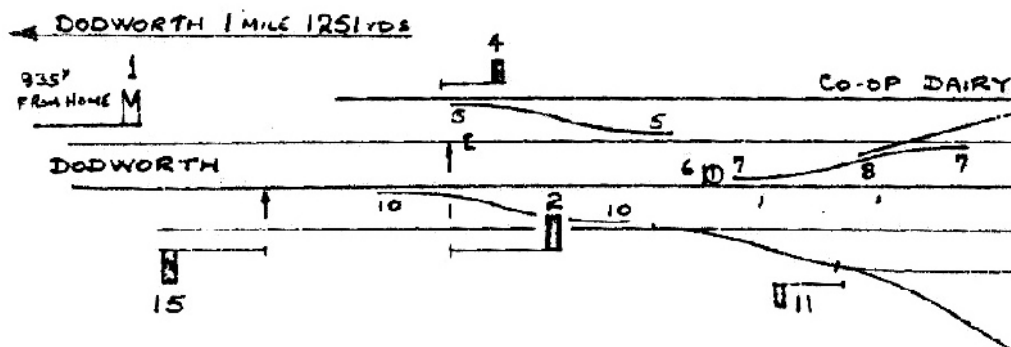
from Reg Instone, Shirley, Solihull

I can't answer all Keith's questions but I hope I can shed some light on the subject. In doing so I have raised a few other questions though! The siding for "Barnsley Co - Operative Society's Works" at Summer Lane was in use by 1895 as it is included in the *Handbook of Stations* for that date. It is shown in the subsequent RCH issues of 1904, 1912, 1925 and 1929 as "Barnsley Co-Operative Siding" and had been altered to BBCS by 1956 (I do not have the book of 1938). It was still listed in 1963, but I do not know the exact date of closure.

The only issue of the O.S. 25" plan (Yorkshire sheet 274.7) that I have is the "Godfrey" reprint of the 1904 revision (published in 1906; reprint published October 1990). In his notes for this sheet, Harold Taylor says "The good rate of "Divi" had popularised the shops of the Barnsley British Coop Society. Indeed the Society had built its own complex of food preparation plants and warehouses alongside the railway sidings in Summer Lane in 1878 and called it, significantly, the "Perseverance Estate" ". MS&L minutes for November 1878 confirm that the siding was installed then; further sidings were authorised in 1885 but with no specific details. The 1904 plan itself shows a corn mill and other buildings which presumably formed this complex on the down side, behind the goods sidings. The siding on the up side led off to Summer Lane Brick Works about a quarter of a mile to the west, described below. The "Old Maps" website has the 1893 and 1931 editions as well as 1906. There is also an unmarked building about 150 feet long set back a little from the up siding on all three editions; it might just be the dairy but it remains to be seen whether this had anything to do with the Co-Op or not. The Archives Department on the top floor of Barnsley public library will doubtless have original copies of these and possibly later editions of the map, showing the detailed layout of the buildings and the track layout. It will be interesting to see whether they show more buildings on the up side than in 1904 and 1931. The OS one-inch map shows the area was built up in 1959, but at that scale it is impossible to identify individual buildings.

None of the above states whether the private siding was for a dairy or for other premises, and there are no references to a dairy in early documents. There was definitely a dairy in existence by 1934, as there are lab reports from that date in the Elmhirst papers at Sheffield Archives. If indeed there was a dairy as early as 1895 (or even 1878), the traffic must have been churns in vans. My understanding is that rail milk tanks were not widely used until the 1920s, and even then did not entirely replace churns everywhere.

An undated signalling diagram copied from a District Inspector's notebook shows that the Co-Op Dairy siding was the one on the up side, with connections to both up & down main lines. This is undated but probably c1960. Paul Armstrong's father confirms that the dairy was indeed on the up side, and maybe it was indeed the 150ft long building mentioned above. So the dairy was separate from the main complex of buildings on the down side, was it perhaps constructed at a later date? (ie between 1878 and 1893) If so, then Barnsley Archives may have records that will give its date of construction. Other diagrams confirm that the track layout - of the connections from main line to sidings etc - was unchanged from at least 1893 until the line was singled between Dodworth and here on 1 May 1967. Consequently there were no Board of Trade or MoT inspections. One might imagine that the private siding was the subject of an agreement between MS&L/GC/LNE and the Co-Op, and that this would be recorded in the minutes of the Traffic Committee. However Paul Armstrong has been unable to trace such an approval unless it is covered by the 1885 minute.



A sketch of the Summer Lane signal box diagram copied from an inspector's notebook by J. Midcalf.

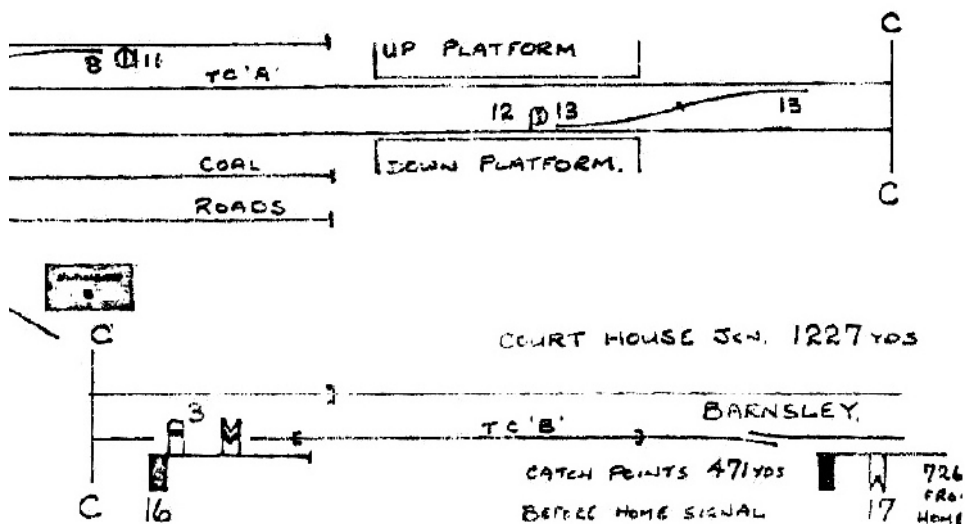
There was a special authority in the Appendix to work three fitted milk vans without a brake van from Summer Lane to Barnsley Goods Yard (*sic*) on the up main line. This was not shown in the books of 1942 or 1947, but was added in Supplement No.1 dated June 1956. It was printed in the 1960 Appendix but deleted by 1964. Taken at face value, this would indicate that the traffic was still in vans in the 1950s. It would, of course, cater for the working of vans to Court House to be attached to forward trains from there, similarly to Keith's photo no.2.

Attaching tanks (or vans, for that matter) to passenger trains at Summer Lane is a different matter. The only way this could legally be done is by a shunting engine propelling them to the rear of the train standing in the up platform. The notes on the inspector's sketch say that Summer Lane was serviced twice daily by the Barnsley Yard pilot (7am and 2pm), and also by 95 trip at 9.30am with inward perishables. Without a shunting engine, the passenger train would have to be set back through no.5 points into the siding, passing over no.7 points in doing so. Working a loaded passenger train over unlocked points in the facing direction is forbidden by the Rules. The points could have been clipped and padlocked in the required positions, but this would have taken time, and it is still forbidden to put a loaded passenger train into a siding, however briefly. How much "bending of the Rules" went on here?

For completeness, I should mention the other private siding at Summer Lane, that for the Summer Lane Brickworks Barnsley Ltd. The up siding was extended westwards to this brickworks under a P S A dated 1.11.1901. The works may have been new at this time but it was on the site of an older one as the 1893 plan shows a disused clay pit. The works and siding were shown on the 1904 revision of the plan, but are not in the 1904 or 1912 *Handbook of Stations*, so I wonder how long they lasted. Access was via the points worked by lever 5 on the diagram.

The same siding subsequently became the Barnsley Corporation Sanitary Dept. siding. This had access through a padlocked gate, the key of which was kept in the signal box. We know the date this one was opened for traffic, 1st April 1915, from the alterations to the *Handbook of Stations* printed in the Minutes of the RCH Goods Managers' conference. The 1931 revision shows a refuse destructor on the site of the brickworks. By 1925 it was also used for the traffic of Farm House Colliery, a small operation which existed in the area - just down the road - by 1921 but by the late twenties had only half a dozen men working underground. It had been deleted by 1956, probably much earlier. The Barnsley Corporation siding lasted until the 1960s.

Clinker states that the public goods yard was closed on 4th January 1971, but that at least one of the private sidings remained. Which one?



Does any reader know of any comprehensive source or archive of GC or LNE Private Siding Diagrams (PSDs), or Private Siding Agreements (PSAs)? I have yet to find one.

Thanks to John Bennett and Paul Armstrong for certain snippets of information.

So to summarise, my questions additional to Keith's are:

Is it correct that the original 1878 group of buildings were those on the down side behind the goods sidings?

If so, can it be confirmed that the dairy was a separate building on the up side?

If so, when was it built? Before 1893, apparently.

Was a shunting engine employed at Summer Lane in earlier years or just visits by the Barnsley yard pilot?

To which trains were vans or tanks attached and did these coincide with visits by the pilot?

When did rail service to the dairy cease? Was it this private siding that was still in use in 1971?

When did Summer Lane Brick Works close?

from David Wrottesley, Sheffield

I was most interested in Keith Parkin's six questions about Summer Lane and its milk traffic. There is little mention of milk traffic in *GCR Vol. 1/2/3* by Dow. I do not know where the traffic originated, but I think possibly Leicestershire or North Yorkshire. It ceased, I believe, in 1959, when the local passenger service, Penistone - Doncaster via Barnsley Courthouse, was controversially withdrawn. The fact that empties were photographed in 1958, returning to Sheffield Midland from Barnsley Court House, indicates an interesting MR/LMSR influence on traffic to a GCR/LNER station.

The picture on page 72 of *Rails through Barnsley* shows two milk tanks, both with 6 wheels. The subject of 4/6 wheel milk tanks, 4 wheel horse boxes and 4/6/8 wheel parcels vans etc. tagged onto passenger trains is a highly complex one. I attach a copy of page 101 from the *LNER 1942 Southern Area Appendix Instruction to the Rules and*

Regulations and Working Timetables relating to 4 wheel non passenger carrying coaching stock and braked freight stock conveyed on passenger trains.

The photo on page 86 of *Rails Through Barnsley* shows the sidings at the west end of the station, albeit after singling. There are two short coal sidings on the down side in front of the signal box and one short siding on the up side serving the dairy. Photos on pages 84 and 85 show a reverse crossover between the platforms.

I think the method of attaching/detaching milk tanks on Penistone - Doncaster local passenger trains at Summer Lane was similar to that used to detach Barnsley newspaper vans off the rear of the 01:17 Manchester London Road - Cleethorpes newspaper train. This was one very long standing train that apparently benefited by being diverted from Court House to Exchange. It continued to run 1959-1973 as the only regular passenger train between Penistone and Barnsley, apart from the Summer SO Bradford-Weymouth. It stopped at Exchange 02:25-02:29. The method was to use a trip locomotive which serviced sidings in the area. The loco stood in a siding by Barnsley Station Junction signal box and on arrival of the newspaper train, took the two vehicles off the rear and set back. It then propelled these vans into a dock siding on the down side of the station to be unlocked and for the newspapers to be unloaded and delivered. This was far quicker and a better operation than the previous handling method that had existed at Court House. The previous night's empty vans were not attached to the newspaper train because of the additional delay this would cause. This particular trip engine then went about its business and the vans were cleared by another freight trip to Wath Yard and worked back to Manchester later in the day.

I am sure that at Summer Lane the local trip would have drawn the empty milk tanks from the dairy siding on the up side and through the up platform. It would then propel them over the crossover to the down side sidings and then run round. They would then be in a position to be attached to the rear of a local Penistone - Barnsley - Doncaster train. The layout in relation to the platform meant that after dealing with passengers, the train would have to draw forward a few yards to allow the trip engine to bring the empty milk tanks through the cross over back onto the up line and then attach them to the rear of the passenger train. Loaded tanks would have worked in via Penistone and could have been detached in a similar fashion and worked across to the up siding after having been run round in the down sidings. I suspect train loads of milk tanks were worked into the down sidings from the down line and worked across as required to the milk siding. Empties were worked back from up to down sidings to be made up into empty trains

Industrial areas like Barnsley were fortunate for station operators because there was normally large numbers of freight locomotives on trip workings to assist in placing/removing/shunting /attaching/detaching vehicles such as milk tanks, cattle vans and horse boxes in sidings etc. A friend of mine, a one time stationmaster at a remote rural station in Norfolk with few passenger trains and daily a pick-up goods, recalled that he had to reread the instructions first, but then had endless trouble with headquarters about the method/lack of method there was, in supplying him with one or two horse boxes for horses, and then their dispatch. In addition there was concern about the shunting movements attaching at the front with the train engine from the dock siding or attaching at the rear with any engine. There was possible station overtime and late running due to extra movements for the horse box. This affected local train punctuality, junction working and passenger connections. On some occasions there was sufficient recovery time in the working timetable but retiming of trains was seldom done to absorb the time needed for such additional movements.

The withdrawal in 1959 of Penistone - Barnsley - Doncaster local trains was in my view, a very curious matter and a very short sighted decision by BR(ER). It was suggested by BR that they were lightly used. This caused bitterness at the time because despite the fact that it had an unattractive timetable, especially for connections at Doncaster, and

had a poor reputation for punctuality because of the dominant coal traffic; it was said that it was popular and well used. The milk tank activities at Summer Lane possibly contributed to late running of important early morning workers' trains.

The closure was associated with the expense of amalgamating all the GCR/MR/L&Y facilities at Barnsley on the unpopular Exchange, once described as a "Beastly Hole". There were considerable costs for the civil engineering works to connect lines, demolish Court House and its connecting viaducts, plus the introduction of a new through Sheffield Midland - Barnsley Exchange - Wakefield Kirkgate - Leeds DMU service.

The situation improved in 1983 when the Sheffield - Huddersfield service was controversially diverted to run via Barnsley. It is, however, a great pity that today, in 2010, the opportunity for reviving a service between Penistone and Doncaster via Barnsley to connect with the East Coast main line has gone. A reopened station at Summer Lane would be nice though.

from Carl Lardner, Herne Bay

Mr Parkin has touched on a subject about which I have wondered from time to time, namely the station work involved in picking up or dropping off horseboxes and family and invalid saloons.

Some pointers for further research can be had from the *Railway Magazines's* 'GCR 100th Anniversary' commemorative issue and in *Forward* issues 101/102/103/104. This will lead on to a search for a copy of the agreement between the Co-Op Society and the MSL/GCR/LNER.

I look forward to seeing the results of further research by Mr Parkin.

Re. *Forward* 165 p47: Allan Sibley's query - The Liverpool & Dublin Steam Navigation Company.

As well as a photograph in Dow's *Great Central Album*, Mr Sibley might find the 'Ireland' entry in his copy of *Per Rail* of interest. I would remind him that, although I am in awe of Mr Dow's output, he is not a primary source.

Re. *Forward* 165 p47: Ben Carver's query - the *SS Wrexham* and Captain Fryatt.

Mr Carver will find a reference to *SS Wrexham* on p110 of vol. 10 of the *Great Eastern Railway Magazine*. There will be other references to similar incidents with their ships such as *Cromer* and *Colchester* in other issues. Presumably the NRM will have a full set (*editor's note: see item on p33*). Regarding the earlier history of *SS Wrexham* (or *Nord II*), Mr Carver will find a full account within the pages of Lloyd's List. A full set is at the NRM but I suspect the record of Admiralty service would only be found in the Royal Navy Archives at the Imperial War Museum or at The National Archives. I think there is a coffee (or tea) pot from the *SS Wrexham* at the NRM.

from Andrew West, Ipswich, Queensland, Australia

Re. *Forward* 165 p47: Allan Sibley's query - The Liverpool & Dublin Steam Navigation Company.

In answer to Allan Sibley, the L&DSNC seems to be quite a mystery. Duncan Haws (*Merchant Fleets 25; Britain's Railway Steamers: Eastern & North Western Companies & Zealand and Stena*, TCL Publications, 1993, at page 16) says in relation to the GCR: "For the Irish Sea trade out of Liverpool, shares in the Liverpool & Dublin S.N. Co. were purchased so that the company was controlled by three railways: Great Western, M.S.& L.R., Midland Rly."

There is no reference to the company under the Midland Railway entry in the same volume, or the GWR entry in book 24. Book 26 deals with the Irish companies, but there is no entry under the GNR(I), just as there is no entry under the English GNR.

Re. *Forward* 165 p47: Ben Carver's query – the SS *Wrexham* and Captain Fryatt.

In answer to Ben Carver, Duncan Haw's full entry for *Wrexham* (pp 29-30) is:

82 WREXHAM

B 1902 Sir Raylton Dixon & Co., Middlesborough.

T 1,414g, 736n.

D 239.9/73.12 × 35.3/10.76 × 20.8/6.34

E Sgl scr, tpl exp. 217nhp. By Richardsons, Westgarth & Co., Middlesborough.

H Steel 1 + spar dk. F 40/12.19. B74/22.55. P24/7.31. Double skinned ice hulls forward.

P 20 1st, amidships + 30 2nd, poop, G.C.R. differed; they placed 1st in the poop.

1902 Built as *Nord II*, one of three sisters built for Angyfartygs Aktieb. 'Nord' of Helsingfors (Helsinki), then Russia, for a service (unsuccessful) Helsinki-Newcastle.

1905 March 8: Acquired by the Great Central Rly Co. R/n *Wrexham*. This commemorated their purchase of the *Wrexham*, Mold & Connah's Quay Rly. Grimsby-Rotterdam-Antwerp route. The ship was strange in two ways; first she was second hand, a rarity with railway steamers and, secondly, the first class passenger accommodation was amidships. The popularity of this was to be reflected in the ensuing passenger ships.

1914 Dec 2: Commenced sailings for Great Eastern Rly. Tilbury-Rotterdam.

1915 Mar 2: In the North Sea when ordered to stop by *U12* she made off and was chased by the U-boat but escaped by speed. Her master was Captain Fryatt who later, as commander of *Brussels*, was captured, tried and executed for having attempted to ram a U-boat.

1916 Oct: Taken over by the Admiralty for use as an ammunition carrier. Pennant Y2.177.

1918 June 19: En route Grimsby-Murmonsk-Archangel, with a military cargo, the vessel ran aground at Chavanga and was wrecked as she entered the gulf of Archangel.

The generic colour scheme given on p.17 is white funnel, black top, blue hull with black bulwarks, red waterline, brown uppers, white masts.

The key for data is:

B - Built

T - Tonnage, g - gross, n - nett

D - Dimensions (between perpendiculars) (feet/metres)

E - Engines, sgl - single, scr - screw, tpl - triple, exp - expansion, nhp - nominal horse power

H - Hull, dk - deck, F - forecastle, B - bridge (!), P - poop

P - Passengers.

from Dave Cousins, Swinton, Manchester

Re. *Forward* 165 p21: Andrew Emmett 'Additional comments on the Bachmann O4'.

Regarding the Bachmann model of the O4, Andrew Emmett asks if the lack of bolts on the front section of the frames indicates replacement frames. The answer is no! I think he will find that all of the Gorton built engines of the 1911 and 1912 batches lacked bolts from new. The Kitson built engines of 1912 did have them, as did all subsequent ones, whether Gorton or contractor built. There were, however, two prominent rivets in a lower position. The "boltless" engines had a "rib" at the top of the vertical face of the front platform as correctly portrayed in the model. Thus this model is right only for the first thirty O4s built, of which 63601 was one.

Regarding the unwanted infill between the frames, it took me about half an hour to remove.



Preserved O4 2-8-0 no.63601 at Loughborough on 30 Jan. 2009.

photo: Bob Gellatly

from Arthur E. Webb, Sutton in Ashfield, Notts

Re. *Forward 164* front cover: 62660 *Butler-Henderson*.

It brought back many memories for me when I saw the photo of D11 *Butler-Henderson* on the front of *Forward 164*. In 1962, as a passed fireman working at Annesley, I was asked to ride out on the dead 506 *Butler-Henderson* to Woodford on its way to the museum at Clapham. The towing engine was O1 no.63610, one of the best O1s Annesley had. The driver was W.Cooper and the fireman was Pat Jarvis.

Most of the controls on *Butler-Henderson* – lubricators etc. – looked real but were wooden mock-ups. The fitter, who was travelling with the engine, explained that most of the brass fittings from the cab had been stolen while the engine was stood outside Gorton works. Our first stop on the journey was Nottingham Victoria. While stood at platform 4 we had our photo taken. I am on the left with Driver W. Cooper in the centre and Fireman Pat Jarvis on the right. From there we carried on to Leicester up goods line where we stopped for the engine to be examined by the fitter. Driver Cooper then asked me if I would like to drive 63610 on to Woodford as he would like to have a last ride on *Butler-Henderson*.

I never did see 63610 again but was able to see and ride on *Butler-Henderson* when in steam at Loughborough on the Great Central Railway.

Editor's note: *Butler-Henderson* is resident at the Barrow Hill Roundhouse Centre where it is on static display. The site is open on Saturdays and Sundays 10am-4pm. There is no admission charge but visitors will be expected to make a donation. More details can be found at www.barrowhill.org.



Preserved 'Director' no.506 'Butler-Henderson' at Nottingham Victoria in 1962.

photo: Arthur Webb's collection.



LNER class D9 4-4-0 no.5106 on the Gainsborough Model Railway. photo: Bob Gellatly

Model railway exhibition diary

Some events that may interest our readers

Sat 15th & Sun 16th Jan: Pennine MRS at Community Centre, Briarlyn Road, Birchenccliffe, Huddersfield. www.freewebs.com/pmrs

Sat 15th & Sun 16th Jan: Leamington & Warwick MRS at Stoneleigh Park Exhibition Centre nr Coventry. www.lwmrs.co.uk/CMS

Fri 21st - Sun 23rd Jan: London Model Engineering Exhibition at Alexandra Palace, London. www.londonmodelengineering.co.uk

Sat 22nd Jan: Cheshire Railway Modellers at Hancock Hall, Crewe Road, Sandbach. <http://www.cheshirerailwaymodellers.org>

Sat 29th & Sun 30th Jan: Normanton & Pontefract RMS at New College, Park Lane, Pontefract. www.nprms.org

Sat 12th & Sun 13th Feb: The Festival of British Railway Modelling at Doncaster Exhibition Centre, Leger Way, Doncaster. www.brmodelling.co.uk/exhibitions

Sat 19th & Sun 20th Feb: Syston MRS at Sileby Community Centre, High Street, Sileby. www.systonmrs.org.uk/new

Sat 19th & Sun 20th Feb: Watford & District MRC Finescale Show at Parmiters School, High Elms Lane, Watford. www.missendenrailwaymodellers.org.uk/Watford_index.html

Sat 26th Feb: Earl Shilton Scouts MRE at Age Concern Building, Kings Walk, Earl Shilton, Leicestershire. www.nprms.org

Sat 26th Feb: Risborough & District MRC (Risex 2011) at Community Centre, Wades Park, Princes Risborough. www.rdmrc.nildram.co.uk

Sun 27th Feb: Ilkeston MRC at Trowell Parish Hall, Stapleford Road, Trowell, Notts. www.ilkestonwoodsidemrc.co.uk

Sat 5th March: Abingdon & District MRC at White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon. <http://abwiki.mrsecure.com/doku.php>

Sat 5th March: St Anselm's Church MRE: at St Anselm's Church Halls, Ventnor Ave, Harrow.

Sat 5th & Sun 6th March: Mansfield Model Railway & Photographic Exhibition at St Peter's Church Hall, Church Side, Mansfield.

The Gainsborough Model Railway (at Florence Terrace, Gainsborough) is open to the public on Sun 12th Dec (1.30pm-6.00pm) and Mon 27th Dec (1.30pm-6.00pm). Then closed until Easter. More information at www.gainsboroughmodelrailway.co.uk

Crossword Solution (*Forward 166*)

Across: 1 Wet, 2 Sun, 3 Met, 4 Dart, 5 Mike Kinder, 9 Alt, 11 Dinting, 12 Helmdon, 13 Via, 14 Hugh Jones, 16 Mail, 18 Card, 19 Jarvis, 22 Weld, 24 Popular, 25 Gypsum, 27 Bobby, 28 Dead, 30 Cop, 32 Cylinder, 33 Barrow Hill, 36 Edwardian, 39 Thats All, 42 Longdendale, 45 Tar, 47 Fog, 49 Red, 50 Workshop, 52 Inch, 54 Brimington, 57 Exchange, 59 Gravity, 60 Milk, 61 Posters.

Down: 1 Wrexham, 2 Strangeways, 3 Mold, 5 Match, 6 Engine, 7 Nee, 8 Royal, 10 Toad, 14 HAA, 15 Scoop, 17 Lad, 19 Jumble Lane, 20 Suburban, 21 Parallel, 23 Log, 26 Second Hand, 29 Milbro, 31 Prince, 34 Oval, 35 Cog, 37 Diversion, 38 Act, 40 Shops, 41 Lull, 42 Left, 43 Delay, 44 Northgate, 46 Ash, 48 Grit, 51 Pines, 53 ANN, 55 Rate, 56 Grid, 58 Cam, 59 Gas.

Rear cover caption

GCR class 11B 4-4-0 no.1031 in original condition at York. The class 11B was Robinson's first 4-4-0 design for the GCR. Sharp Stewart supplied 30 engines, nos.1013-1042, in three batches from Oct. 1901 to March 1903. A fourth batch of 10 engines, nos.104-113, was supplied by Vulcan Foundry from March to June 1904. They replaced the class 11A Pollitt 4-4-0s on the Manchester-Marylebone expresses. When nos.104 and 110 were rebuilt with a larger boiler and longer firebox in 1907, they were reclassified as class 11C. These two rebuilds were given the names *Queen Alexandra* and *King George V* respectively. In 1909, no.1026 was rebuilt with a smaller firebox and new cylinders with piston valves. It was reclassified as class 11D. Subsequently nos.105 and 113 along with the 11D no.1026 were rebuilt as 11C. No.1014 carried the name *Sir Alexander* from 1902 to 1913 and no.1021 carried the name *Queen Mary* from 1913.

All members of the class underwent various changes, receiving superheated boilers and piston valves. The LNER classified them all as D9, the sub-classes relating to chimney type. The detailed history of each class member is still unclear.

GCR no.1031 became LNER no.6031 in Aug. 1924, LNER no.2315 in Sept. 1946 and finally BR no.62315 in June 1948. It was withdrawn from Liverpool (Brunswick) shed in July 1949. The last of the class to be withdrawn was 62305 in July 1950.

photo: Real Photographs

